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American Railroad Journal.

New York, Saturday, February 10, 1866.

Northern Pacific Railroad.

Two very important meetings have recently been held in Boston, in reference to the central and far western portions of the United States, and to the plans which are under consideration for securing the speedy construction of railroads which shall unite together the Atlantic and Pacific slopes. At one of these meetings addresses were made by Capt. Mullan, late of the United States army, who has spent many years in the mountainous country of the Northwest, and who built the military wagon road between Fort Benton on the Missouri River and Fort Walla-Walla on the upper waters of the Columbia; also by the Hon. Mr. Holbrook, delegate in Congress from Idaho, and the Hon. Mr. Driggs, Member of Congress from Michigan. These gentlemen confined their remarks to the route of the Northern Pacific Railroad, which will traverse Minnesota, Dacotah, Montana, Idaho, Washington and Oregon. Their testimony was remarkably conclusive and emphatic in reference to the entire feasibility of the proposed line, and to the inducements which are to be found in the rapid settlement, now going forward, of that part of the Union, and in the wonderful wealth, both mineral and agricultural, which is there manifesting itself, for its construction without loss of time. The great river system to which it will penetrate will not only prove of the utmost value in facilitating the transportation of supplies while the road is building, but by means of it, the completion of one section of the line, from the head waters of the Missouri to those of the Columbia, a distance of only two hundred and fifty miles, will, without further delay, secure steam communication by rail and vessel from ocean to ocean. Either this will be first attempted, or the distance of three hundred miles over the prairies, from Crow Wing, in Minnesota, to some point on the Missouri River will be spanned; and this, with the line soon to be opened from St. Paul to Crow Wing on the east, and the steam navigation on the Upper Missouri, Mullan's wagon road and the Columbia River on the west, will, by a moderate investment of capital, and within two or three years, furnish a direct, quick and reliable route across the continent. The completion of about seven hundred miles will connect the wagon road through the Rocky Mountains with all the railroads of the Northern and Eastern States. Independently, therefore, of the immense local traffic which the Northern Pacific Railroad will enjoy as fast as its line is extended, it will, by means already existing, be able to open up a through traffic between the Atlantic and the Pacific long before it shall be finished in its entire length.

The second meeting was addressed by Lieut. Governor Bross, of Chicago, in reference to both the Central and Northern Pacific Railroads. Although Mr. Bross spoke more particularly of the former, he insisted that the immediate construction of the Northern was of equal importance, and that so far from either being likely to injure the other, they will be of essential advantage to each other mutually. In speaking of the Northern, he confirmed what has been so often said, that it is admirably supplied with wood and water, and that coal beds, with deposits of iron and the precious minerals, lie along its path. He gave it as his opinion that the Northern is the only projected route across the continent capable of sustaining population through the entire distance. He said also that in the construction of either the Northern or the Central, no greater obstacles will be encountered than were overcome in building the Western Railroad of Massachusetts.

The National Debt.

The following is a comparative statement of the Public Debt of the United States:

	Jan. 1, 1866.	Feb. 1, 1866.
Debt bearing interest in coin	$1,167,148,291 80	$1,167,149,741 80
Debt bearing currency interest	1,179,475,235 50	1,197,295,881 06
Matured debt not presented	1,166,880 32	1,099,330 32
Debt bearing no interest.	459,519,950 37	458,846,547 52
	$2,807,310,357 99	$2,824,391,500 70
Coin in Treasury	$45,735,550 69	$51,443,161 84
Currency	44,993,271 11	56,050,186 23
	$90,728,821 80	$107,493,848 07
Debt less cash in the Treasury	$2,716,581,536 19	$2,716,898,152 63

The aggregate debt shows an increase of $17,081,142 71. The balance in the Treasury also shows an increase of $17,764,526 27. Deducting the amount on hand from the aggregate debt both on the 1st of January and the 1st of February, the increase of debt would be $316,616 44. An accurate description of the Government Debt is given on page 136 of this week's issue, under head of "Federal Securities."

American Central Railway.

The *Stark County News*, published at Toulon, Ills., contains the following in relation to the prospects of this road:

The completion of the road is now secure as any future event in the hands of men can be, for the money has been raised—nearly or quite double the amount that the most sanguine anticipated, and the company have obligated themselves to build the road on the present line.

We could give many interesting details with regard to the situation of affairs, but shall only add that Judge Thompson was successful in Europe beyond his most sanguine expectations, and has, by his indomitable energy, foresight and

perseverance, removed the last obstacle to a speedy completion of the road. The company to whom he sold the bonds, took an immense amount of stock in the road besides; consequently they will need to be represented in the Board of Directors, for which purpose an election of Directors will be held in March, after which work will commence in earnest. The iron is to come from Belgium, and be shipped to Lacon and New Boston, by way of New Orleans.

North Pennsylvania Railroad.

The earnings of this road for the year ending October 31, 1865, were:

From freight		$527,207 00
" passengers		337,137 78
" mails		3,215 00
" rents		3,268 00
" sundry receipts		4,236 72
Total		$875,064 50
Expenses, viz:		
Maintenance of way	$115,871 67	
Motive power	150,497 40	
Maintenance of cars	42,826 35	
Conducting transportat'n.	129,460 79	
General expenses	24,054 83	
		462,711 04
Net earnings		$412,353 46
The interest and taxes chargeable to the year, were:		
Six per cent. coupons	$150,000 00	
Ten " "	36,000 00	
Interest on scrip	14,747 10	
Ground rents and interest on mortgages	9,171 72	
National and State tax	18,967 51	
	$228,886 33	
Less interest earned	886 55	
		227,999 78
Excess of earnings over expenses, interest and taxes		$184,353 68

The annual statement immediately preceding this covered a period of only 11 months—during which time the earnings were $689,605 33; the expenses, $357,703 11; and the net earnings $331,902 22. Compared with the above, an increase in earnings is shown of $185,459 17; in expenses of $105,007 93; and in net earnings of $80,501 24. A comparison with the twelve months of 1863-'64 would show an increase in earnings of $134,142 68.

The permanent accounts have been increased during the past year as follows:

For locomotives and cars	$147,629 32
" construction	34,405 73
" real estate	581 10
Total	$182,616 15

During the last four years there has been expended—

For construction	$126,947 65
" equipment	269,517 59
Total	$396,465 24

In the same time, the surplus earnings over expenses, interest, taxes, etc., amounted to $397,051 26, being but $586 02 more than the amount paid for equipment and construction. The track is in good order, and has been well kept up. Since the first opening of the road, about three-fourths of the cross-ties have been renewed upon the main line, and about half of those on the Doylestown Branch. About 20 per cent. of the rails have been renewed, mostly with re-rolled iron, in lengths of 30 feet.

The cost of transportation over the city tracks by horse and mule power, has amounted in the past year to $46,321.

The length of the Main line from Willow street to Bethleham, is 65 miles; and of the Doylestown Branch, 10 miles—making 65 miles. The gross earnings of the year are therefore equal to $13,462 53 per mile.

The company have 22 locomotives. The number of miles run has been: with passenger trains, 197,233; with freight trains, 121,628—total, 318,861. Cost of repairs, $24,766 37. Cost of fuel, $59,657 76. Cost of stores, $4,674 10. Average cost per mile for passengers, 18.9 cents; for freight 39.9 cents. Number of passengers carried, 637,781; do., carried one mile, 11,813,302—equal to 218,765 through passengers. Tons of freight carried one mile, 11,223,167.

The following statement will show the earnings, expenses and net earnings for eight years:

Year ending	Gross earnings.	Current expenses.	Net earnings.
Nov. 30, 1858.	$296,893 99	$134,823 55	$162,070 44
" 1859.	347,301 96	158,903 94	188,398 02
" 1860.	389,622 23	176,668 31	212,953 92
" 1861.	364,225 46	162,101 63	202,123 83
" 1862.	397,186 26	178,226 20	218,960 06
" 1863.	524,637 69	249,079 73	275,557 96
Oct. 31, 1864 11 months	689,605 33	357,703 11	331,902 22
Oct. 31, 1865	875,064 50	462,711 04	412,353 46

The amount expended for construction purposes during the year was $34,405 73, of which $17,624 54 was for Berks street depot; $2,048 32 for new engine house; $5,037 87 for new water stations; $3,261 88 for new sidings; and the remainder for various small items.

Four coal-burning locomotives; seven passenger cars and one express car have been added to the equipment the past year at a cost of $168,259 32. One engine has been sold for $9,750. Another exploded which cost when new $10,880. Equipment account has thereby received a credit of $20,630. The report says:

The new passenger Station-House, at the corner of American and Berks streets, has been pushed towards completion as fast as circumstances permitted. The principal building, containing the offices and waiting-rooms, has been finished, and the tracks laid in upon the lot, and it is contemplated to transfer the passenger business to that point early in the coming summer. A substantial brick engine house is now in the course of erection, at a cost of about $17,000, on the ground bought for that purpose at the south-east corner of Third and Berks streets.

The Lehigh Coal and Navigation Company is now constructing a railroad bridge across the Lehigh River at Bethlehem, for the purpose of connecting its new road and that of the Lehigh and Lackawanna Railroad Company with the North Pennsylvania Railroad. The Lehigh Coal and Navigation Company are building a railroad from Easton to White Haven, and the Lehigh and Lackawanna Railroad Company are building a road from Bethlehem to the Slate quarries, near Bath, and propose extending it through the Wind Gap to Stroudsburg, or some other point on the Delaware, Lackawanna and Western Railroad; both of these roads, when completed, will act as feeders to the road of company.

The Chestnut Hill and Cheltenham Railroad Company are about to construct a road from Chestnut Hill to connect with the North Pennsylvania Railroad at a point near Edge Hill Cut. The surveys and location have just been made, and a large portion of the money subscribed necessary to build the road. When completed, it will furnish an additional outlet for Lehigh coal, and relieve this company of the expense and delay incident to hauling cars, by mule power, over the City tracks to Ninth and Willow street.

Condensed Balance Sheet.

Capital stock	$3,150,150 00
Six per cent. bonds	2,500,000 00
Ten "	360,000 00
Scrip six per cent. bonds	209,785 00
" ten " "	36,000 00
Ground rents and mortgages	154,195 49
Six per cent. coupons unpaid	4,072 50
Ten " " "	875 00
Interest on scrip	610 60
Accounts unpaid	58,002 82
Profit and loss	54,877 82
	$6,529,199 23
Right of way	$218,896 49
Construction	4,875,519 75
Equipment	665,004 47
Depots, shops and water stations	116,477 52
Telegraph	4,967 39
Real estate	461,302 69
Trustees' general mortgages	2,600 00
Scrip North Pennsylvania R. R. Co.	11,467 86
Delaware Mutual Insurance Co	270 00
United States 7-30 bonds	200 00
Loans	73,131 50
Unpaid account	35,928 31
Stores on hand	57,664 13
Cash on hand	11,769 12
	$6,529,199 23

President.—Franklin A. Comly.

Directors.—John Jordan, Jr., John Gillingham Fell, S. Morris Waln, William C. Ludwig, Ellwood Shannon, Edward C. Knight, Alfred Hunt, I. Pemberton Hutchinson, William C. Kent and Charles W. Wharton.

Treasurer.—William Wister.

Secretary.—Edward Armstrong.

Engineer and Sup't.—Solomon W. Roberts.

White Mountains Railroad.

Several railroad projects are now under consideration in New Hampshire; among them is: the building of a line from Manchester to Keene, and one from Suncook to Pittsfield; also the extensions of the Contoocook River Railroad from Hillsboro' to the southwestern part of the State, the Concord and Claremont from Bradford to the Connecticut River, and the White Mountains road to Lancaster, and in time, to the Grand Trunk line. The extension of the White Mountains road is regarded as a matter of great importance. There is considerable encouragement given that this extension may possibly be pushed forward to Lancaster the present season. Three routes are proposed, with Littleton as a starting point. The first is *via* Dalton, distance 20 miles; the second, *via* Jefferson, distance 22 miles; and the third, *via* Bethlehem Hollow, distance 27 miles. Still another route is mentioned, where the idea is entertained of leaving the White Mountains road at North Lisbon, five miles below Littleton, thence up the valley of the Gale River, which is the south branch of the Androscoggin, to a point distant three miles from the Proule House, and six from the Fabyan Stand; thence through the towns of Carroll and Whitefield to the "Jefferson Meadows," and from there forward to Lancaster, the whole distance being about thirty miles.

☞ At a town meeting in Essex, Mass., on the 5th inst., it was voted to pledge the credit of the town in a sum not exceeding $100,000 (subject to the approval of the Legislature) for the purpose of building a railroad to connect Essex with some railroad now in operation.

Marine Disasters for the year 1865.

The number of disasters during the past five years—complied from a record kept by Captain I. H. Upton, Secretary of the American Shipmasters' Association—have been as follows:

	Steamers.	Ships.	Barques.	Brigs.	Schooners.	Total
1861	49	232	182	168	322	953
1862	44	233	219	189	325	1,010
1863	71	340	217	206	474	1,308
1864	46	280	119	165	290	900
1865	75	197	260	357	351	1,490
Total	285	1,282	997	1,085	2,002	5,651

The loss during 1865 is $20,000,000, distributed in great part between New York, Boston, Philadelphia and other American Underwriters, whilst a portion will fall on owners and foreign Underwriters.

The following is an estimated value of the losses each month for five years:

	1861.	1862.	1863.	1864.	1865.
January	$2,930,600	$1,825,600	$1,430,200	$1,650,000	$960,000
February	2,403,700	1,529,200	1,175,000	2,350,000	673,000
March	2,618,500	2,340,800	1,340,000	1,460,000	1,947,000
April	1,617,550	1,416,300	1,950,000	1,830,000	944,000
May	2,825,600	1,735,700	2,100,000	960,000	740,000
June	928,500	960,000	2,230,000	650,000	560,000
July	932,500	647,000	1,800,000	1,850,000	620,000
August	576,600	428,000	1,250,000	1,370,000	1,950,000
September	956,450	616,000	1,560,000	753,000	940,000
October	700,850	1,412,000	1,075,000	1,280,000	2,375,000
November	1,314,500	1,716,000	950,000	1,660,000	4,620,000
December	1,100,000	1,964,000	1,750,000	1,956,000	2,960,000
Total	$18,930,650	$16,590,600	$18,610,200	$17,766,000	$19,289,000

The total for each month of the five years is as follows:

January	$8,796,400	July	$5,849,500
February	8,130,900	August	5,574,900
March	9,736,300	September	4,822,450
April	7,757,850	October	6,842,850
May	8,361,300	November	10,260,500
June	5,323,500	December	9,730,000

Grand total for the five years $91,186,450

Imports at New York.

The *Journal of Commerce* gives the following table of a few of the leading articles of general merchandise at New York, showing the comparative imports during each of the last four years:

	1862.	1863.	1864.	1865.
Books	$376,607	$371,430	$327,716	$488,977
Buttons	162,452	176,443	415,863	1,018,321
Cheese	60,155	47,957	59,207	113,485
Chinaware	210,968	263,218	348,737	353,583
Cigars	1,012,162	608,403	788,237	955,091
Coal	901,311	808,456	693,268	860,542
Coffee	8,517,284	7,796,635	14,543,955	12,834,059
Cotton	6,121,403	13,153,314	11,157,449	5,825,084
Earthenware	887,322	1,067,477	1,205,473	1,130,236
Furs	1,435,518	1,912,166	2,053,780	2,794,445
Glass plate	176,412	363,459	425,524	531,110
India rubber	992,348	1,407,536	1,196,781	1,183,421
Indigo	2,083,180	713,730	706,806	947,069
Leather and dried skins	1,278,688	1,087,266	1,157,663	2,738,810
Undressed do	5,134,345	5,966,395	5,829,337	5,470,011
Brandy	477,213	261,234	574,878	166,949
Copper	670,478	574,286	689,048	279,627
Iron, bars	1,301,010	2,457,572	3,427,850	1,134,393
Iron, pig	203,375	397,916	803,788	385,672
Iron, railroad	500,419	1,484,973	3,687,970	1,558,337
Iron, sheet	329,461	270,576	383,975	160,078
Lead	3,075,313	1,520,519	2,682,319	1,282,939
Spelter	136,195	204,710	336,540	226,984
Steel	1,602,391	2,063,842	2,012,197	1,624,755
Tin and tin plates	4,174,651	3,975,605	3,461,424	4,913,623
Zinc	228,832	228,210	370,675	163,616
Molasses	1,562,904	1,928,598	3,496,790	3,299,425
Rags	285,926	1,288,431	648,854	846,146
Salt	550,161	373,725	448,199	282,761
Saltpetre	336,439	392,349	122,091	109,083
Sugar	14,727,598	14,534,579	15,938,756	22,036,375
Tea	8,676,245	6,796,102	8,172,072	7,089,714
Watches	861,710	920,522	1,450,166	1,996,478
Wines	860,710	1,198,283	2,272,330	1,151,634
Wool and waste	6,860,609	9,035,557	10,015,217	5,237,512

Boston and Providence Railroad.

The earnings and expenses of this road for the three years ending November 30th, 1863, 1864 and 1865, were as follows:

Earnings:	1863.	1864.	1865.
From passengers	$437,333 63	$570,306 14	$624,136 86
" freight	374,596 33	503,823 51	547,755 61
" rents	8,920 79	8,844 27	12,256 55
" expresses	12,078 28	13,172 20	13,672 20
" mails	9,575 00	9,575 00	9,575 00
" interest received	5,622 87	5,719 55	7,107 86
" dividends on stock	5,600 00	5,900 00	6,600 00
	$853,726 90	$1,117,340 67	$1,221,104 08
Expenses, viz:			
Coal, wood and water	$57,156 76	$93,332 82	$101,824 13
Repairs of railroad	35,000 00	44,562 07	61,486 64
New sleepers	8,000 00	12,518 43	12,000 00
New iron	16,000 00	30,331 40	32,000 00
Repairs of locomotives	26,000 00	35,580 78	68,493 55
" passenger cars	15,000 00	23,631 09	43,186 10
" freight cars	17,000 00	33,664 06	47,434 33
" stations, etc.	51,799 15	112,914 52	82,609 22
" bridges	9,000 00	10,000 00	10,000 00
" fences	3,500 00	5,000 00	5,000 00
Snow account	1,000 00	1,000 00	1,000 00
Gratuities and damages	5,000 00	5,000 00	5,000 00
Passenger expense	52,363 21	65,787 90	72,006 28
Freight expense	88,107 92	117,271 56	125,070 25
Miscellaneous expense	11,173 19	19,169 44	26,267 09
Switch and gatemen	13,471 76	16,975 62	18,122 27
Taxes and insurance	12,967 59	16,738 24	25,531 02
Waste for cleaning cars, etc	2,558 62	2,740 75	2,957 11
Oil for engines, cars, etc	4,842 10	6,734 56	8,793 59
Labor carrying mails	888 25	888 00	1,183 75
Total operating expenses	$430,828 55	$653,841 24	$749,965 33
U. S. Government and State tax	19,605 53	69,590 60	102,595 81
Interest paid on bonds	5,563 20	4,268 47	2,209 60
	$455 997 28	$727,700 31	$854,770 74
Net earnings	$397,729 62	$389,740 36	$366,353 34
Dividends	252,800 00	284,400 00	331,000 00
Surplus	$144,929 62	$105,240 36	$35,333 34
Miles run by engines	428,301	457,640	450,096
Cost of fuel per mile	13.40 cents.	20.70 cents.	22.62 cents.

The earnings, operating expenses, etc., for the past five years have been as follows:

	Gross earnings.	Operating expenses.	Earnings less expenses.	Interest and taxes.	Net income.
1861	$588,871 49	$316,442 43	$272,429 06	$8,113 20	$264,315 86
1862	702,221 78	346,859 55	355,362 23	7,677 60	347,684 63
1863	853,726 90	430,828 55	422,898 35	25,168 73	397,729 62
1864	1,117,340 67	653,841 24	463,499 43	73,859 07	389,640 36
1865	1,221,104 08	749,965 33	471,138 75	104,806 41	366,333 34

In 1863 the U. S. Government tax amounted to $19,605 63; in 1864, including State tax, to $69,590 60; and in 1865, also including State tax, to $102,595 81. The bond interest has decreased from $8,113 20 in 1861, to $2,209 60 in 1865.

BALANCE SHEET, NOVEMBER 30.

	1863.	1864.	1865.
Capital stock	$3,160,000 00	$3,160,000 00	$3,160,000 00
Bonds payable	87,720 00	27,720 00	21,500 00
Dividends unclaimed	5,459 00	2,915 00	3,160 00
" Jan. 1	126,400 00	158,000 00	168,000 00
Cash bal. due from the corp'n.	27,830 96	43,210 01	60,535 60
Funds for renewals, etc	112,768 39	113,597 86	112,324 41
Inc.—bal. as the surp. earn'gs	320,199 13	420,439 49	493,407 33
	$3,840,477 48	$3,925,882 36	$4,218,927 34
Construction	$2,952,600 00	$2,952,600 00	$3,152,600 00
Equipment	207,400 00	207,400 00	207,400 00
Notes receivable	167,417 11	143,955 03	163,955 03
Cash	6,369 55	3,285 95	9,124 13
Cash bal. due the corporation.	73,232 47	62,137 65	63,911 32
Boston and Providence R.R.	30,000 00	30,000 00	30,000 00
Stoughton Branch R. R	40,000 00	40,000 00	40,000 00
Land that may be sold	54,686 15	47,017 15	43,543 15
Materials on hand	60,808 91	112,623 29	175,530 42
Real estate	.....	100,000 00	104,000 00
Cost of land and filling in	228,863 29	228,863 29	228,863 29
U. S. certificates indebtedness	19,000 00	.....	.....
	$3,840,377 48	$3,925,882 36	$4,218,927 34

The funded debt of the corporation has been reduced as fast as it fell due; the whole amount now is $21,500. The company has no floating debt. The rate of dividend paid in 1863 was 8 per cent.; in 1864, 9 per cent.; and in 1865 10 per cent.

The increase of expenses has arisen in part from the increased price of labor, fuel, and all materials used for railroad purposes, but principally from the increase of taxes, both State and National, and from the cost of new engines and cars, charged to expenses. The additions to the rolling stock for the past two years have amounted to $160,334 00, or about 5 per cent. on the capital, which has all been charged to current expenses, as has the large outlay for the enlargement and repairs of stations, amounting, in the two years, to the sum of $195,523 74.

During the year a second track has been laid from Mansfield to Pawtucket, thus completing the double track through the length of the road from Boston to Providence. For this purpose two thousand new shares of stock were created under the authority of the Legislature. The cost of the new track was $210,197 98. The premium upon the new shares amounted to $47,832 00. The new track stands charged at $200,000 00. The balance of its cost is charged to the income account, and the remainder of the premium, $36,634 02, carried to the credit of income account and left for future disposition.

The company have 28 locomotives; 39 passenger, 11 baggage, 213 house, 37 platform, 48 coal and 50 gravel cars.

The number of passsengers carried during the year 1865, was 2,032,342.

President.—CHARLES H. WARREN.
Superintendent.—DANIEL NASON.

Trade and Commerce of Montreal.

From the Report of the Board of Trade of Montreal for the year 1865, we have prepared the following statement:

The total value of exports from Montreal, including Rouses' Point and St. Albans, the products of Canada, in 1865, were	$5,361,184
From Coaticook	2,928,727
" St. John	3,286,827
	$11,576,738
Not the products of Canada	2,302,330
Total	$13,879,068
Against in 1864	11,993,575
Increase in 1865	$1,885,493

The total value of agricultural products of Canada exported from Montreal in 1865, was $1,965,560, against $2,581,143 in 1864. The value of exports of Canada wheat, was $25,250, against $500,183 in 1864. The value of exports of oats was $233,780, against $118,599 in 1864. The value of exports of manufactured tobacco, was $13,680, against $86,661 in 1864.

From the following statement of the increased circulation of the banks, the years of prosperity and adversity in Canada may be estimated:

1856	$3,200,000	1861	$3,500,000
1857	900,000	1862	1,200,000
1858	1,800,000	1863	2,500,000
1859	2,700,000	1864	1,100,000
1860	5,000,000	1865	6,100,000

The following statement will show the value of articles imported and remaining in warehouse at the port of Montreal for the years ending December 30th, 1864 and 1865:

	1864.	1865.	Remaining in wareh'se Jan. 1, '66. Value.
Specific	$39,796	$46,515	$5,555
" & ad val.	3,727,153	4,344,267	953,710
30 p. ct. "	135,626	103,408	16,389
25 p. ct. "	80,953	40,136	189
20 p. ct. "	13,490,132	9,719,203	411,475
15 p. ct. "	647	270	.....
10 p. ct. "	1,595,857	1,076,369	34,085
Coin & bullion	1,448,013	913,541	.....
Other free g'ds	5,133,561	3,599,738	.....
Total	$25,651,738	$19,843,448	$1,421,403
Duty	$396,299,227	$337,868,654	.....

Statement showing the value of exports of the growth, produce and manufacture of Canada for the year ending 31st December, 1865, also showing to what country the same were exported:

	Total Value.	Great Britain.	North American.	United States.	France.	Other Count's
Produce of the mines	$3,283	$600	$291	$2,392	.....	.....
Produce of the fisheries	18,406	.....	1,458	11,917	.....	31
Produce of the forest	913,530	664,111	5,015	235,732	$5,347	3,325
Animals & their products	2,172,498	971,651	85,802	1,122,260	.....	2,365
Agriculture	1,965,560	1,080,316	468,547	405,527	.....	11,170
Manufactures	288,758	144,679	64,905	60,978	1,614	11,580
Other articles	9,140	124	935	8,090	.....	.....
Total value of exports	$5,361,184	$2,851,501	$626,953	$1,847,296	$6,961	$28,473

NOTE.—United States includes only what went by Rouses' Point and St. Albans.

The value of the exports not the growth, produce, nor manufacture of Canada, was $2,223,585, of which $1,053,468 went to Great Britain; $6,107 to the North American Colonies, and $1,164,010 to the United States.

The following is a statement of the annual receipts for customs for seven years:

1865	$3,378,686 54	1861	$2,391,819 84
1864	3,963,992 47	1860	2,452,248 91
1863	2,988,620 92	1859	2,335,190 10
1862	2,400,026 38		

The following table shows the total value of dutiable goods, and amount of duty paid at the port of Montreal during the past eight years:

	Value of imports.	Value of Dutiable goods.	Duty collected.
1858	$1,158,072	$9,698,191	$1,673,503
1859	15,690,340	12,025,690	2,335,190
1860	15,479,453	12,305,910	2,452,249
1861	16,814,161	12,459,496	2,391,820
1862	20,529,893	12,492,741	2,490,025
1863	18,841,485	12,803,793	2,988,621
1864	25,751,738	19,010,164	3,290,464
1865	19,843,448	15,330,169	3,378,686

ARRIVALS OF VESSELS FROM FOREIGN PORTS.

	No.	Tonnage.
1862	567	254,949
1863	430	197,577
1864	278	141,397
1865	268	132,012

In this are included the arrivals from lower ports, viz:

	No.	Tonnage.
1862	102	15,538
1863	92	14,027
1864	67	9,230
1865	116	13,916

RIVER CRAFT.

	No.	Tonnage.
1862	4,358	523,991
1863	4,697	534,740
1864	4,509	420,694
1865	4,771	626,550

STEAMSHIP TONNAGE OF THE PORT.

	No.	Tonnage.
1862	53	62,912
1863	54	56,460
1864	51	59,071
1865	63	78,015

The imports at St. John were of the value of $217,081; of which $203,468 were free goods. The exports were $3,286,827; articles not produce of Canada, $78,745—total, $3,365,572. The imports at Coaticook were: Goods, $281,097; bullion, $111,134—total, $392,231. The exports at same were $2,928,727.

REVIEW OF THE MARKETS.

Flour.—A larger business has been opened in flour with the lower ports, and some firms have established branch houses. The total receipts were 755,256 bbls. in 1865, against 824,774 in 1864, and 1,088,193 bbls. in 1863.

Wheat.—The business in wheat has been chiefly in Milwaukee and Chicago Spring, and for the most part confined to the millers, the range of prices through the season being altogether too high for shipments. The high prices paid in Canada West by millers greatly lessened the receipts in this market. The total receipts have been 2,664,702 in 1865, against 4,125,152 bushels in 1864, and 5,136,212 bushels in 1863.

Indian Corn.—The receipts and transaction in corn were light in the early part of the season. In the Fall large shipments arrived, and an extensive trade sprung up with a demand for shipment to England. The receipts were 860,154 bushels—160,430 bushels in 1864, and 788,969 bushels in 1863.

Oats.—In the early part of the year a large demand for oats from United States buyers existed in all sections of Canada, which came through speculators and army contractors. Later in the season a demand for England existed, and several cargoes were taken for shipment to Liverpool and London. This new trade in oats has so far resulted profitably to the shippers, and contracts for shipment next May have been made. The crop was quite large, and has paid the farmers handsomely.

Barley.—Much of the trade in this article during the year has been in the hands of buyers for shipment to the States, and the result to them has not been profitable. The price here has been very regular, and has averaged from 68c. to 73c. per 50 lbs.

Peas.—The demand from the States not extending to this article, Montreal has received the usual average quantity of peas in the past year. The demand for export to England was good, especially in the early part of the season.

☞ The officers of the Columbia and Post Deposit Railroad Company are: C. S. Kauffman, President; George F. Breneman, Secretary, and A. J. Kauffman, Treasurer.

Cincinnati Passenger Railroads.

Returns made by Street Railroad Companies of Cincinnati to the Assessor of the First District, for the year 1865, of the gross receipts, on which two and a half per cent. tax is paid:

	Cin'st. R. R. 7th and Freeman st. line.	City pass. R.R. John st. line.	Passenger R. R. Third and 4th st. line.	Pendleton & Fifth st. line.
January..	$7,132	$7,621	$4,004	$4.818
February.	7,171	7,437	3,675	5,388
March...	9,069	9,303	4,817	7,124
April....	9,473	9,635	5,096	7,610
May	9,841	10,622	1,170	7,812
June	10,514	11.278	5,360	8,506
July	10,764	11,820	5,411	9,908
August..	10,281	11,958	5,915	9,963
Sept	10,965	12,115	6,686	9,600
October .	10,603	11,426	5,666	9,072
Nov.....	9,899	10,342	5,200	7,836
December	9,953	10,486	4,955	7,592
Total.	$115,596	$124,043	$61,355	$95,229

The Manufacture and Tax upon Gas in Cincinnati.

The number of feet of gas manufactured by the Cincinnati Gas-light and Coke Company in 1865:

	Cubic feet.		Cubic feet.
January	29,391,073	July.....	13,327,169
February ...	18,436,479	August	9,916,802
March.....	23,650,230	September .	17,441,425
April	14,052,044	October....	16,023,400
May.....	17,243,190	November..	27,833,530
June	9,785,254	December ..	23,680,953

Total number of feet 220,781,749

Amount of tax paid by the Cincinnati Gas-light and Coke Company on gas manufactured in 1865 (25 cents per 1,000 feet paid to April 1, and 30 cents per 1,000 paid after April 1):

January	$7,347 76	July	3,998 15
February....	4,609 12	August.....	2,974 80
March	5,912 56	September..	5,232 43
April.....	3,864 05	October	4,807 08
May	5,172 95	November ..	8,350 06
June	2,935 58	December ..	7,104 28
Total			$62,308 82

Minnesota Railroads.

EXTRACT FROM THE MESSAGE OF THE GOVERNOR.

The following table, based upon information obtained from sources that are deemed reliable, presents the condition of eight of our railroads now in process of construction:

	Miles completed and in operation.	Miles graded in addit'n to the portion now in use.	Est'd no. of miles to be completed by July, '67.
Winona & St. Peter.	66	..	100
Minnesota Central..	56	40	112
1st div. St. Paul and Pacific main line.	..	10	40
1st div. St. Paul and Pacific Upper Mississippi Branch ..	50	24	74
St. Paul and Pacific Winona Branch..	..	10	30
Minnesota Valley ..	22	20	48
Southern Minnesota.	16	5	40
Lake Superior and Mississippi	..	23	30
Total	210	132	474

Our railroad interests have received a new impetus during the past year, and if no financial revulsion shall interfere with the companies that have them in charge, we may safely calculate upon a speedy development of our great system of intercommunication, which at no distant day will very materially add to the wealth and population of the State.

The Lake Superior and Mississippi and Minnesota Valley Railroads will form intermediate and important links in the great central thoroughfare between the Atlantic and Pacific oceans.

The Chicago and Northwestern Company have given assurances that their road shall be completed to Winona at an early day, thus by means of the St. Paul and Pacific and Winona and St. Peter lines, forming a continuous railroad communication from almost every populous district of the State to Chicago and other Eastern markets. The city of St. Louis will be reached by the Minnesota Central Railway and its connections; while the Iowa line will be equally well cared for, by the completion of the Southern Minnesota road.

The Northern Pacific route, extending from Lake Superior to Puget's Sound, has received a magnificent donation of lands from the General Government, and the Western end of the road is already being located. It is also proposed to place a corps of engineers upon the line, within our own State, as early next spring as practicable, and to vigorously prosecute the work to completion.

I am informed that the people of Oregon and Washington are subscribing liberally to the stock of this company, and Minnesota should not lag behind her sister States in aiding in the construction of this great national highway.

I cordially recommend any additional legislation, consistent with your duties as representatives of the people, which may assist in the early completion of our railroads, all of which are material to the progress and development of the State.

New Jersey Railroad and Transp. Co.

The following is an abstract of the report of this company for the year ending December 31, 1865:

RECEIPTS.

From passengers	$1,451,773 35
From freight	262,437 91
From U. S. mail, rents, express, freight and other sources	161,770 04
	$1,875,981 30

EXPENSES.

Maintaining road, bridges and buildings	$227,109 55	
Repairs of locomotives, cars and machinery ..	212,960 59	
Fuel—cost and labor in preparing.....	199,815 27	
Operating the road and transporting passengers and freight	416,696 36	
Office expenses, salaries and contingencies ...	16,076 01	
		1,072,657 88
		$803,323 52
Interest on bonds		$51,086 09
Transit duty on passengers & freight.		53,629 85
State tax on capital stock		23,019 59
Government tax		68,305 41
Sinking fund.....		20,000 00
Dividends in cash, Aug. and Feb.....		469,887 50
Profit and loss to surplus earnings...		117,395 08
		$803,323 52

The number of passengers transported over the road during the year was as follows:

Over the whole road	963,109
Between Jersey City and Newark	1,619,482
" " Elizabeth	187,873
" " Rahway	139,373½
" " Uniontown...	14,991½
" " N. Brunswick.	124,582
" all intermediate places	635,581½
Total not including commuters and free passengers	3,684,992½

The number of tons of goods, wares and merchandise transported over the road during the year was as follows:

Over the whole line of the road	36,633½
Between Jersey City and Newark.....	39,487½
" " Elizabeth	8,314
" " Rahway.....	9,617½
" " N. Brunswick..	22,597
" all intermediate places	113,630½
Total	230,280

The number of miles run by passenger, freight and other trains was 654,192.

GENERAL STATEMENT.

Capital stock		$5,000,000 00
Funded debt		805,000 00
Profit and loss, being surplus earnings represented by permanent improvements, and the property and cash stated below		379,401 37
Dividend, 1st January, payable 1st February, 1866		249,997 50
		$6,434,398 87
Cost of road and equipments:		
For graduation and masonry, bridges superstructure, iron, passenger and freight stations, buildings and fixtures, engine and car houses, workshops, machinery and fixtures, engineering, land and land damages	$3,908,171 03	
Locomotives, tenders & snow plows.	400,250 00	
Cars—passenger, freight & baggage	337,914 00	
Property, viz:		
Bridge, ferry, turnpike and other stocks, real estate, ferry boats, privileges and fixtures (including the property and privileges purchased of the Jersey associates for $485,000)	1,574,548 37	
Cash in bank, cash items and balances due.....	218,515 47	
		$6,434,398 87

President.—ALFRED L. DENNIS.
Secretary—F. W. RANKIN.
Treasurer.—H. J. SOUTHMAYD.
Gen'l Superintendent.—F. WOLCOTT JACKSON.

Whitehall and Plattsburg Railroad Co.

A meeting of the citizens of Clinton, Essex, Washington and Warren Counties was held at Plattsburg on the 30th ult., to promote the construction of a railroad south from Plattsburg, through Essex Co., to Whitehall, and to be so constructed as to harmonize as far as practicable, the business interests of Essex and Clinton Counties. A committee was appointed to draft articles of association for the organization of the company; which, after being prepared, were received and adopted. The following gentlemen were elected directors: Chas. Bliven, New York, Edward Beck, Poughkeepsie, John A. Griswold, Troy, C. F. Norton, M. K. Platt, Plattsburg, Mathew Hale, Elizabethtown, John G. Wetherbee, Port Henry, John Hammond, Crown Point, H. G. Burleigh, Ticonderoga, John H. Reed, Boston, Timothy Hoyle, Champlain, James Rogers, Ausable Forks, Michael J. Myers, Whitehall.

At a subsequent meeting of the Directors Michael J. Myers was elected President, John Hammond, Vice President, and Andrew Williams, of Plattsburg, Secretary and Treasurer.

The capital stock of the proposed road will be $1,250,000, which is considered amply sufficient.

☞ The contract for the railroad from Stockton to Copperopolis, Cal., has been let, and the road will be completed in three years. The latter is the centre of the great copper region and not far from the Big Tree Grove.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ....Ca.	200,000	5	----	10c
Acton Vale....Ca.	50,000	5	----	5c
Adventure ....L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	14
Algomah .... "	20,000	----	2	25c
Alliance ....Ca.	200,000	2½	----	----
Allouez ....L. S.	20,000	----	1	1½
American ....Ca.	200,000	2½	----	5⅝
Amygdaloid ....L. S.	20,000	----	----	25
Annapolis....Md.	50,000	10	----	----
Arizona....Ariz. T.	10,000	100	----	----
Ascot ....Ca.	20,000	20	----	----
Astor ....L. S.	20,000	----	1	6½
Atlas .... "	20,000	----	1	2½
Aztec .... "	20,000	----	1	3
Balt. and N. C....N. C.	20,000	5	----	35c
Bare Hill .... "	------	----	----	120c
Bay State....L. S.	20,000	----	3½	9½
Beaver .... "	20,000	----	1	...
Bedford ....Ca.	125,000	5	----	50c
Black River .... "	200,000	2½	----	10c
Bohemian....L. S.	20,000	----	7½	12
Bolton ....Ca.	200,000	5	----	1½
Boston ....L. S.	20,000	----	5*	50c
B. and Corinth ....Vt.	20,000	10	----	----
Brooklyn ....L. S.	20,000	----	2	----
Brome ....Ca.	100,000	5	----	2
Cabot ....L. S.	20,000	----	½	----
Caledonia .... "	20,000	----	----	6
Cambridge .... "	20,000	----	5	15c
Canada ....Vt.	100,000	4	90c	75c
Carp Lake....L. S.	20,000	----	----	1½
Cascade .... "	20,000	----	----	----
Central .... "	20,000	----	----	40
Champlain ....Ca.	200,000	1½	----	15c
Chatham .... "	200,000	2	----	----
Chaudiere .... "	100,000	1	----	50c
Chester .... "	200,000	1	----	12c
Cheticamp	30,000	5	----	1½
Chippewa ....L. S.	20,000	----	----	----
Cleveland ....Ca	100,000	5	----	----
Cliff ....L.	20,000	----	----	----
Clifton .... "	20,000	----	----	1
Collin .... "	20,000	----	----	----
Columbian .... "	20,000	----	4½	10½
Consolidated .... "	20,000	----	5	5c.
Copper Falls .... "	20,000	----	24½	26½
Copper Harbor .... "	20,000	----	1	----
Copper Hill .... "	200,000	1	----	15½
Copperas Hill .... "	50,000	10	----	----
Cornwall ....Vt.	100,000	2	----	25c
Dacotah ....L. S	20,000	----	----	5
Dana .... "	20,000	----	3½	50c
Deep River ....N. C.	------	5	----	15c
Delaware ....L. S.	20,000	----	----	10
Derby .... "	20,000	----	1½	----
Devon .... "	20,000	----	1	4½
Dorchester .... "	20,000	----	6	7
Douglas .... "	20,000	----	----	----
Dover ....Ca.	200,000	----	1	3½
Dudley ....L. S.	20,000	----	½	75c
Dunham ....Ca.	200,000	2	----	25c
Durham .... "	200,000	5	----	25c
Eagle River ....L. S.	20,000	----	3½	2
El Dorado (Silver) "	20,000	----	----	----
Escot ....Ca.	25,000	20	----	4
Essex	200,000	----	----	20c
Etna ....L. S.	20,000	----	----	12½
Eureka .... "	20,000	----	----	----
Everett .... "	20,000	----	5*	----
Evergreen Bluff .... "	20,000	----	----	12
Flint-Steel .... "	20,000	----	----	13
Forest City .... "	20,000	----	3	1
Forest Shepherd .... "	20,000	----	6	11c
Franklin ....L. S.	20,000	----	6½	37
French Creek ....Pa.	100,000	5	----	50c
Gardner City ....L. S.	20,000	----	----	----
Gardner Hill .... "	20,000	----	5	50c
Girard .... "	20,000	----	----	6
Glade .... "	20,000	----	1	----
Glencoe ....Ca.	200,000	1	----	10c
Globe ....L. S.	20,000	----	1	----
Grand Portage .... "	20,000	----	1	40
Grand Trunk ....Ca.	100,000	5	----	69c
Great Western ....L. S.	20,000	----	2	50c
Green Mountain ....Vt.	20,000	10	----	4½
Guilford ....L. S.	20,000	----	5	40c.
Hamilton .... "	20,000	----	----	1
Hancock .... "	20,000	----	6½	14
Hanover .... "	20,000	----	½	2½
Hartford .... "	20,000	25	12½	----
Hazzard .... "	20,000	----	----	----
Highland .... "	20,000	----	7	3½
Hilton .... "	20,000	----	----	1½
Hope .... "	20,000	----	½	1½
Hudson .... "	20,000	----	----	2
Hulbert .... "	20,000	----	----	4½
Humboldt .... "	20,000	----	2	4½
Hungarian .... "	20,000	----	1	62½
Huron	20,000	----	16	37
Indiana	20,000	----	----	6
Inverness	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ....L. S.	20,000	5	16	14½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ....L. S.	20,000	----	----	----
Keweenaw .... "	20,000	----	----	4
Kickapoo .... "	20,000	----	1	----
King Phillip .... "	20,000	----	2	----
Knowlton .... "	20,000	----	1	6
Lafayette ....Ca.	200,000	1	----	1½
Lake .... "	200,000	1	----	14c
Lawrence ....L. S.	20,000	----	----	----
Lennoxville ....Ca.	100,000	5	----	50c
Logan .... "	100,000	3	----	2½
Lyster .... "	200,000	2	----	----
Madison ....L. S.	20,000	----	1	1½
Malden .... "	20,000	----	1	----
Mandan .... "	20,000	----	2½	45c
Manhattan .... "	20,000	----	2½	2½
Marquette .... "	20,000	----	----	3½
Maryland ....Md.	------	5	----	40c
Mass ....L. S.	20,000	----	----	----
Massachusetts .... "	20,000	----	----	----
Mendota .... "	20,000	----	----	4
Merrimac .... "	20,000	----	----	4
Meteor .... "	20,000	----	----	----
Mesnard .... "	20,000	----	5½	2½
Michigan .... "	20,000	----	----	----
Middlesex .... "	20,000	----	----	----
Mineral Hill	------	----	----	40c
Minnesota ....L. S.	20,000	----	3½	17
Missisquoi ....Ca.	150,000	2	----	1½
Montezuma ....N. Mex.	300,000	5	----	----
Morrison ....L. S.	20,000	----	----	----
Nashua .... "	20,000	----	----	----
National .... "	20,000	----	5½	19½
Native .... "	20,000	----	3	50c
Naumkeag .... "	20,000	----	1	2
Nelson ....Ca.	200,000	1	----	10c
Nequaket ....L. S.	20,000	----	1	2
Nevada (Silver) .... "	20,000	----	----	----
New England .... "	20,000	----	2	50c
Newton ....Ca.	200,000	1	----	8c
New York ....L. S.	20,000	----	----	⅝
N. Y. & Passaic....N. J.	100,000	5	----	----
North Cliff ....L. S.	20,000	----	4	1⅝
North Silver Lake "	20,000	----	----	----
North State .... "	20,000	----	3	10c
North Sutton ....Ca.	100,000	5	----	1
North Western....L. S.	20,000	----	7½	32
Norwich .... "	20,000	----	----	4
Ogima .... "	20,000	----	----	5¾
Ontonagon .... "	20,000	----	----	2
Ottawa ....Ua.	200,000	1	----	23c
Pacific ....L. S.	20,000	----	----	----
Pennsylvania .... "	20,000	25	2½	14½
Petherick .... "	20,000	----	2½	1½
Pewabic .... "	20,000	----	3¾	36
Phila. & Boston .... "	20,000	----	15	* 2
Phœnix .... "	20,000	----	----	10
Pittsburg & Boston "	20,000	----	5½	53
Pontiac .... "	20,000	----	3½	1½
Prince of Wales ....Ca.	200,000	----	----	----
Providence ....L. S.	20,000	----	----	½
Quincy .... "	20,000	----	10	54
Reid Hill ....Ca.	200,000	1	----	----
Reliance ....L. S.	20,000	----	----	7⅝
Richford	60,000	5	----	----
Ridge ....L. S.	20,000	----	----	----
Rockland .... "	20,000	----	5	3⅝
Roscoe ....Ca	200,000	1	----	----
Rudisell	------	----	----	50c
St. Clair ....L. S.	20,000	----	3	2
St. Flavien ....Ca.	100,000	5	----	----
St. Francis .... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	1½
Salem .... "	20,000	----	1	----
Sharon Consol .... "	20,000	----	----	3
Sheldon .... "	20,000	----	----	16
Silver Creek .... "	20,000	----	1	----
Silver Hill .... "	20,000	----	----	30c
Silver Lake .... "	20,000	----	----	----
Silver Valley .... "	20,000	----	----	10c
Southampton ....Ca.	100,000	5	----	----
South Bedford .... "	200,000	2	----	20c
South Side ....L. S.	20,000	----	3	1½
Springfield ....Md.	------	5	----	80c
Stadecona ....Ca.	100,000	5	----	----
Star ....L. S.	20,000	----	7½	1½
Stark ....Vt.	100,000	2	----	----
Strafford	30,000	10	----	50c
Superior ....L. S.	20,000	----	4	2⅝
Sussex .... "	20,000	----	----	----
Sutton ....Ca.	100,000	5	----	85
Toltec ....L. S.	20,000	----	20	1
Tremont .... "	20,000	----	5*	1½
Union (L. & M.) .... "	20,000	----	----	----
Vernon .... "	25,000	10	----	----
Victoria ....L. S.	20,000	----	1½	----
Vulcan .... "	20,000	----	----	----
Washington .... "	20,000	----	----	----
Waterloo ....Ca.	100,000	3	4*	15c
Waukegan ....L. S.	20,000	----	----	----
West Minnesota .... "	20,000	----	2½	2½
Wickham ....Ca.	200,000	5	----	20c
Wickopee .... "	100,000	5	----	5½
Winthrop ....L. S.	20,000	----	3½	1½
Wyandotte .... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ....N. Y.	50,000	50	----	½
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin ....Me.	3,000	100	----	----
Lake Superior ....L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ....Pa.	10,000	50	----	----
Teal Lake ....L. S.	------	----	----	2
Tyson	20,000	10	----	8½
LEAD AND ZINC:				
Amenia ....N. Y.	100,000	5	----	8¾
Bucks County ....Pa.	------	----	----	½
Canada ....Ca.	50,000	5	----	2½
Clute	------	----	----	½
Crystal Lake	------	----	----	----
Erie	------	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ....Pa.	------	----	----	----
Lancaster	------	----	----	----
Macomb ....N. Y.	100,000	5	----	45c
Mineral Point	100,000	5	----	½
Mount Hope ....N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ....N. J.	12,000	100	----	110
N. Y. & Boston....N. Y.	100,000	5	----	2½
Oswegatchie ....Ca.	100,000	5	----	1
Placentia Bay ....N. F.	------	----	----	½
Ramsay ....Ca.	20,000	25	----	----
Rossie	100,000	5	----	----
Shawangunk ....N. Y.	100,000	5	----	----
Sussex ....N. J.	------	----	----	40c
Union	100,000	5	----	57c.
Wallkill ....N. Y.	------	----	----	25c
COAL & ANTHRACITE:				
American ....Pa.	37,500	25	----	60
Ashburton	50,000	50	----	13½
Atlantic & G. C ....Md.	------	----	----	105c
Baltimore	------	100	----	2
Bear Valley	40,000	12½	----	14
Beaver Meadow ....Pa.	100,000	50	----	----
Belmont	10,000	50	----	9
Big Mountain ....Pa.	------	----	----	5½
Blackhall ....N. S.	8,000	25	----	----
Boston & Pictou	100,000	5	----	----
Bridgeport ....Pa.	30,000	10	----	----
Broad Mountain	30,000	10	----	----
Butler	------	----	----	14
Cape Briton ....N. S.	200,000	2½	----	----
Carbondale ....Pa.	------	----	----	3
Central	------	----	----	41
Clinton	------	----	----	1½
Coal Brook	4,000	50	----	----
Continental	10,000	50	----	73¾
Cumberland (pref.) Md.	50,000	100	----	43½
Daniel Webster	5,000	100	----	----
East Mahanoy ....Pa.	------	----	----	----
Everhart	20,000	25	----	----
Franklin ....Pa.	5,000	100	----	20½
Fulton	60,000	5	----	7⅝
Gilbertson	5,000	100	----	42
George's Creek ....Pa.	10,000	----	----	105
Grand Tunnel	4,000	100	----	50
Green Mountain ....Pa.	------	----	----	4
Hampton & Balt. Md.	------	----	----	91
Hazleton ....Pa.	32,300	50	----	57½
Henry Clay	3,000	100	----	----
International ....N. S.	20,000	50	----	----
Lawrence ....Pa.	2,000	100	----	6½
Locust Mountain	------	----	----	41
Lorberry	4,000	100	----	11
Macan	2,000	100	----	----
Mahanoy	1,000	20	----	6½
Metropolitan	------	100	----	----
Middle Coal Fields	------	----	----	7
Milford	2,500	50	----	----
Mill Creek ....Pa.	------	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ....R. I.	8,000	10	----	----
New Creek ....Pa.	------	----	----	1½
North. & Luzerne	------	----	----	----
Penn	100,000	50	----	162
Penn. Cannel	6,000	50	----	----
Picton	4,000	100	----	----
Pine Knot ....Pa.	4,000	50	----	----
Port Hood	4,000	100	----	49½
Potomac ....Md.	40,000	10	----	5½
Powell ....Pa.	------	----	----	----
Preston	------	----	----	18
Princess Alex. ....N. S.	5,000	100	----	----
Ridgeway	------	----	----	----
St. Clair ....Pa.	5,000	100	----	10
Schuylkill Valley	20,000	10	----	17½
Shawmut	6,000	50	----	----
Short Mountain ....Pa.	16,000	50	----	26½
Stafford	------	----	----	----
Suffolk	4,000	100	----	93
Sugar Loaf ....Pa.	------	----	----	----
Summit	40,000	20	----	----
Susq. Coal & C. Mt.	------	----	----	4½
Tamaqua	------	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley ....Pa.	22,760	50	----	50

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ....Col.	50,000	10	----	----
Acadia (G.) ....N. S.	100,000	3	----	----
Albion (G.) .... "	100,000	3	----	¾
Alpine (G.) ....Col.	150,000	10	----	----
Alps (G.) .... "	100,000	5	----	----
American .... "	200,000	2	----	----
Am. & Mex. (S.) N. M.	------	----	----	----
Am. Pioneer ....A. T.	------	----	----	----
Arizona (Silver) .... "	------	----	----	----
Atlantic (G.) ....N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) ....Col.	200,000	5	----	----
Beacon (G.) ....N. S.	200,000	2	----	----
Benton (G.) ....Col.	100,000	5	----	45c
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) .... "	10,000	50	----	105
Briggs (G.) .... "	10,000	100	----	----
Bullion (G.) .... "	200,000	25	----	----
Burroughs (G.) .... "	100,000	10	----	----
Canadian (G.) ....Ca.	200,000	2	----	50c
Central (G.) ....Col.	50,000	20	----	17½
Chaudiere (G.) ....Ca.	100,000	5	----	90c
Chebucto ....N. S.	100,000	5	----	65c
Colonial (G.) ....Ca.	100,000	2½	----	25c
Colorado (G.) ....Col.	50,000	10	----	4½
Consol. Greg'y (G.) Col.	50,000	100	----	9½
Copalinshe (G.) .... "	200,000	20	----	----
Corisannie (G.) .... "	100,000	10	----	6
Corydon (G.) .... "	100,000	25	----	1
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ....Ca.	50,000	20	12½	15
Dorset (G.) .... "	170,000	5	----	----
El Dorado (G.) ....Nev.	100,000	5	----	----
Empire (S.) .... "	------	----	----	----
Empress (S.) .... "	------	----	----	----
Eureka (G.) ....Cal.	------	----	----	----
Excelsior (G.) ....Col.	30,000	10	----	11
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) ....Col.	100,000	5	----	----
Gilbert River (G.) ....Ca.	100,000	5	----	1
Gilpin (G.) ....Col.	100,000	5	----	1½
Gold .... "	100,000	5	----	3⅞
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	------	----	----	----
Gunnell (G.) ....Col.	300,000	10	----	1½
Halifax (G.) ....N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	------	----	----	----
Holman (G.) ....Col.	150,000	2	----	----
Hope (G.) .... "	80,000	25	10	10
Isaac's Harbor (G.) N.S.	100,000	5	----	55c
Isabella (G.) ....Col.	------	----	----	----
Kennebec (G.) ....Ca.	100,000	5	----	----
Kent (G.) ....N. S.	200,000	1	----	----
Lake (G.) ....Col.	------	----	----	----
Lake Major ....N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	------	----	----	----
Manhattan (G.) ....Col.	100,000	10	----	----
Mariposa (G.) ....Cal.	100,000	100	----	11½
Massachusetts (G.) Ca.	500,000	5	----	50
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) ....N. S.	50,000	10	----	----
Montana (G.) ....Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) ....Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2⅞
New Gregory (G.) "	50 000	10	----	----
New York (S.) .... "	100,000	10	----	----
N. Y. & N. S. (G.) N.S.	100,000	5	----	10c
Nova Scotia (S.) .... "	100,000	2	----	1⅞
Oldham (G.) .... "	100,000	2	----	----
Otate (S.) ....Mex.	------	----	----	----
Palma (S.) .... "	------	----	----	----
Peck (G.) ....N. S.	100,000	5	----	----
Peninsular (S.) ....L. Cal.	------	----	----	----
Picacho (S.) ....A. T.	50,000	50	----	----
Pontiac (G.) ....Col.	50,000	20	----	----
Prince Albert (G.) Ca.	100,000	2	----	14
Quartz Hill (G.) ....Col	40,000	25	----	2
Quicksilver ....Cal.	100,000	100	----	40⅝
Renfrew (G.) ....Ca.	120,000	2½	----	50c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) ....Col.	------	----	----	10
Sacramento (S.) ....Nev.	------	----	----	----
San Antonio (S.) ....A. T.	60,000	50	----	----
Santa Clara (Q.) ....Cal.	------	----	----	----
Santa Rita ....Ariz. T.	------	----	----	----
Scottie (S.) ....Ariz. T.	------	----	----	----
Sherbrooke (G.) N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	------	----	----	----
Silver Hill (S.) ....Nev.	------	----	----	----
Sonora (S.) ....Ariz. T.	------	----	----	----
Southam (G.) ....N. S.	100,000	5	----	----
Stafford (G.) ....Ca.	100,000	5	----	----
Star (G.) ....Col.	100,000	25	----	----
Stewart (G.) ....Ca.	100,000	5	4	75c
Tascher (G.) .... "	50,000	10	----	----
Victoria (G.) .... "	100,000	2	----	----
Waverly (G.) .... "	50,000	10	----	----
Windsor (G.) ....Col.	100,000	10	----	----
United States (G.) .... "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalent in single tr'k.	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '64	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6½	—	41
30 Nov. '64	4.52	—	179	28	--	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	—	45
30 Nov. '64	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Unio	n Co.)	9	—	92
30 Nov. '64	—	7.5	—	—	—	Dedham and West Roxbury	—	41,000	—	—	—	—	—	—	—
30 Nov. '64	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,660	(Metro	poll'n)	6	—	46
30 Nov. '64	2.80	—	26	6	--	Lowell (Horse)	43,894	40,129	—	3,590	11,062	766	—	—	—
30 Nov. '64	11.75	—	200	31	--	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	—	86
30 Nov. '64	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	—	—	—	25½
30 Nov. '64	2.97	—	—	—	—	Medford and Charlestown	35,000	23,000	11,000	—	(Middl	esex)	—	50	25
30 Nov. '64	31.85	—	841	140	--	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6	—	47
30 Nov. '64	6.84	—	263	41	--	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,235	—	3	—	45
30 Nov. '64	5.69	—	75	9	—	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	—	—	—
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	173,980	150,000	—	25,800	37,017	—	—	—	—
30 Nov. '64	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middl	esex)	5	—	25
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32,900	—	—	7,454	—	—	—	—
30 Nov. '64	—	6.74	—	—	—	Suburban	95,500	5,000	—	—	(Middl	esex)	—	—	—
30 Nov. '64	6.00	—	70	—	--	Suffolk (Boston)	(Sold to	Metro.	Aug.1,	'64.)	34,198	1,261	—	—	—
30 Nov. '64	—	—	411	63	--	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	—	—	—	86½
30 Nov. '64	1.53	—	—	—	—	West Cambridge	13,600	13,600	—	—	(Lea	sed)	6	—	47
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62,154	60,000	—	939	21,389	—	—	—	—
30 Nov. '64	11.60	—	59	8	--	Worcester	86,657	75,800	—	53,668	25,453	—	—	—	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '64	10.76	—	—	32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5,782	67,594	18,386	6	100	110
30 Sep. '64	14.33	—	—	78	—	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1200000	75,000	95,551	18,965	—	100	69
30 Sep. '64	7.00	2.80	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76,000	44,000	15,831	2,942	—	—	55
30 Sep. '64	24.00	—	—	48	22	Brooklyn Central & Jamaica	897,646	492,150	400.000	55,291	173,827	3,666	9	100	130
30 Sep. '64	56.18	1.90	—	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	8½	—	—
30 Sep. '64	11.75	4.00	—	28	—	Brooklyn City and Newtown	531,784	366,000	200,000	19,144	82,049	4,162	—	—	—
30 Sep. '64	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	—	—	—	—	—
30 Sep. '64	—	18.00	—	—	—	Brooklyn City & Rockaway	—	12,000	—	700	—	—	—	—	—
30 Sep. '64	—	25.00	—	—	—	Brooklyn, E. N. Y. & R'kw'y	90,000	50,000	25,000	15,000	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	—	—
30 Sep. '64	—	23.00	—	—	—	Canarsie, B'klyn & Winfl'd.	33,500	15,000	18,500	—	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	—	—
30 Sep. '64	19.00	3.00	—	99	12	Centr'l P'k,N.&E.Riv. (N.Y.)	1,330,302	721,350	550,000	—	327,713	30,493	—	100	—
30 Sep. '64	17.25	—	—	32	--	Coney Island and Brooklyn	603,889	500,000	113,000	—	100,438	9,148	—	—	—
30 Sep. '64	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	12	100	—
30 Sep. '64	18.50	1.00	—	101	--	Eighth Avenue (N. Y.)	1,166,162	1,000,000	46,000	5,000	452,701	4,208	12	—	—
30 Sep. '64	12.00	1.00	—	50	--	42d st., & Grand st., Ferry	951,570	660,000	261,600	33,282	178,056	22,293	—	—	—
30 Sep. '64	—	—	—	—	--	Fourteenth Street (N. Y.)	—	—	—	—	—	—	8	—	—
30 Sep. '64	4.52	—	—	—	--	Grand St. & Newtown (W'g'g)	—	—	—	—	—	—	—	—	—
30 Sep. '64	10.00	—	—	17	2	Harlem Br.,Moris'a &Ford'm	158,749	72,000	88,000	—	34,660	897	—	—	—
30 Sep. '64	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '64	—	—	—	—	--	Niagara Street (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '64	11.00	7.00	—	34	—	Ninth Avenue (N. Y.)	451,154	795,360	67,000	—	90,108	loss.	—	100	—
30 Sep. '64	—	—	—	—	—	N.Riv.&Wall st.Ferry(N.Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '64	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '64	7.50	3.40	—	20	--	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739	—	—	—	—
30 Sep. '64	16.00	—	—	—	--	Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134	—	100	65
30 Sep. '64	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	—	—	424,806	14,753	5	100	136
30 Sep. '64	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '64	17.50	—	—	137	3	Third Avenue (N. Y.)	1,958,354	1,170,000	1,180000	35,000	844,701	171,587	12	100	240
30 Sep. '64	—	—	—	—	—	Troy and Cohoes	50,000	—	—	—	leased.	—	—	—	—
30 Sep. '64	6.50	9.00	—	18	—	Utica City	193,945	124,500	65,500	7,000	18,295	loss.	—	—	—
30 Sep. '64	1.50	—	—	3	—	V.Brunt st.& ErieBas. (Buff.)	62,000	50,000	12,000	—	10,856	2,380	—	—	—
30 Sep. '64	—	12.00	—	—	—	Williamsburgh & Cony Isl'd	15,000	15,000	—	—	—	—	—	—	—
						NEW JERSEY.									
Dec. '62	5.32	—	—	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
Dec. '62	5.05	2.50	—	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	--	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '63	17.00	—	150	22	--	Orange and Newark	411,000	211,000	200,300	—	71,060	19,183	—	50	—
31 Dec. '62	5.80	—	—	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA									
31 Oct. '64	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50,439	40	10	51½
31 Oct. '64	8.13	—	135	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8	—	—
31 Oct. '64	4.12	—	12	2	0	Delaware County	30,729	23,780	6,500	333	6,876	1,473	—	—	—
31 Oct. '64	4.38	—	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000	—	27,895	77,533	5,901	7½	—	22
31 Oct. '64	16.74	—	257	40	0	Frankford & Southw'k (Ph.)	759,261	490 530	200,000	18,500	251,897	81,029	8	50	43
30,Nov. '64	24.23	—	233	39	0	Germantown	377,824	112,245	250,000	—	176,540	41,534	—	—	55
31 Oct. '64	8.40	—	120	25	0	Girard College (Phila.)	81,612	160,000	—	—	102,861	24,708	12½	—	25
31 Oct. '64	8.73	—	236	53	8	Green & Coates st. (Phila.)	232,954	150,000	98,000	—	166,776	51,494	20	—	31
31 Oct. '64	11.00	—	—	16	2	Hestonv.,Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	3,929	—	—	35
31 Oct. '64	—	—	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	—	—	11
31 Oct. '64	11.17	—	—	—	--	North Philadelphia	—	—	—	—	—	—	—	—	—
31 Oct. '64	12.00	—	60	12	0	Oakland (Pitts'burg & E. L.)	29,500	29,500	—	—	37,905	1,491	—	—	—
31 Oct. '64	10.57	0.52	60	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	32,449	6,297	2	—	—
31 Oct. '64	7.04	—	115	18	6	Pittsb.,Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,096	—	—	—
31 Oct. '64	4.51	—	71	12	0	Pittsburg and Birmingham	65,355	48,000	22,600	5,368	58,006	15,984	4	—	—
31 Oct. '64	6.16	—	129	22	0	Race and Vine (Fairmount)	305,000	180,000	125,000	—	95,336	1,418	—	—	18
31 Oct. '64	5.20	—	—	—	--	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	—	6
31 Oct. '64	7.78	—	58	10	0	Ridge Avenue & Manyunk	179,635	120,000	65,108	—	39,334	8,113	—	—	17½
31 Oct. '64	19.46	—	423	65	5	Second & Third st. (Phila.)	478,202	203,757	172,000	—	355,774	98,863	27½	20	71½
31 Oct. '64	5.62	—	75	16	0	17th & 19th st. (Phila.)	114,368	120,000	—	—	41,269	9,418	5	—	11
31 Oct. '64	8.38	—	115	17	4	Spruce &Pine (Phil.&Gras.F.)	175,610	159,312	15,500	—	79,670	21,297	6	—	35
31 Oct. '64	7.65	1.51	201	35	3	10th & 11th st. (Citizens)	176,049	192,750	—	—	162,367	51,179	20	20	52½
31 Oct. '64	6.25	—	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,831	25	—	32
31 Oct. '64	9.31	—	316	53	0	West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½	—	67½
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	18½
						OHIO.									
31 Dec. '62	5.00	—	—	—	--	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	--	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	--	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec. '62	3.62	—	—	—	--	Pendleton & S. st.Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue:					
1st Mortgage	1,200,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd					
1st Mortgage	76,000	7	J. & J.	1883	—
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	—
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City& Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	59
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' [Pittsburg]					
1st Mortgage	57,900	7	J. & J.	1870	—
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	—
Coney Island and Brooklyn:					
1st Mortgage	113,000	7	J. & J.	1873	—
Delaware County:					
1st Mortgage	6,500	7	—	—	—
Dorchester:					
Real Estate Mortgage	5,000	6	—	—	—
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	—
Real Estate	134,500	7	J. & J.	—	—
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	—
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Harlem Br.,Moris'a&Ford'm					
1st Mortgage	88,000	7	J. & J.	—	—
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	—
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	100
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	—	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	—	—	—
Middlesex:					
1st Mortgage	31,000	—	—	—	—
Malden & Melrose bonds	51,762	—	—	—	—
Real Estate	4,000	—	—	—	—
Ninth Avenue:					
1st Mortgage	67,000	7	—	—	—
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	—
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1882	—
Philadelphia City:					
1st Mortgage	135,000	6	J & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	—
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J & J.	1869	—
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	—
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	—
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	—
Quincy:					
Plain bonds	50,000	—	M. & S.	1868	—
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton					
1st Mortgage	91,000	7	J. & J.	—	—
Second Avenue:					
1st Mortgage	550,000	7	J. & D.	1867	—
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	100
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	—
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	180,000	—	—	—	—
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	—
Utica City:					
1st Mortgage	65,500	7	—	—	—
West Hoboken & Hoboken					
1st Mortgage	60,000	7	M. & N.	1873	—
West Philadelphia:					
1st Mortgage	100,000	7	J & J	1869	—

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, Jan. 31, 1866	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 28, 1847 ----------registered..	$9,415,250	6	Jan. & July.	1867	124⅛
Loan of March 31, 1848----------registered	8,908,342	6	" "	1868	120
" " " ----------coupon		6	" "	1868	120
Texas Indemnity, of Sep. 9, 1850----coupon..	665,000	5	" "	1865	----
Loan of June 14, 1858----------registered	20,000,000	5	" "	1874	95½
" " " ----------coupon		5	" "	1874	95
Loan of June 22, 1860----------registered	7,022,000	5	" "	1871	97
" " " ----------coupon		5	" "	1871	96½
Oregon War Debt of March, 1861---coupon	1,016,000	6	" "	1881	101½
" " " " " ---coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ----------registered	18,415,000	6	Jan. & July.	1881	107½
" " " ----------coupon		6	" "	1881	104⅛
Loan of July 17, & Aug. 5, 1861 --registered	264,232,250	6	" "	1881	104
" " " ----------coupon		6	" "	1881	104¼
Loan of Feb. 25, 1862 (5-20s)------registered	514,780,500	6	May & Nov.	1882	104
" " " (5-20s)---- ----coupon		6	" "	1882	103
Loan of March 3, 1865 (5-20s) ----------	50,590,300	6	May & Nov.	1885	102½
Bonds, Central Pacific R. R. Co ----------	2,362,000	6	Jan. & July.	1895	103½
Bonds, Union Pacific R. R. Co. (E. D.)----	992,000	6	Jan & July.	1895	----
Loan of March 3, 1864, (10-40s)---registered	172,769,100	5	Mar. & Sept.	1904	93
" " " ----------coupon		5	" "	1904	94
Loan of March 3, 1864 (5-20s) ----registered	100,600,000	6	May & Nov.	1884	102⅝
" " " ----------coupon		6	" "	1884	102⅝
Treasury Notes of July 17, 1861------coupon	233,500	7.3	April & Oct.	1864	----
" June 20, '64 & Mar. 3, '65--1st series	300,000,000	7.3	Feb. & Aug.	1867	99½
" March 3, 1865----------2d series	300,000,000	7.2	June & Dec.	1868	99½
" " 1865----------3d series	230,000,000	7.3	Jan. & July.	1868	99½
Debt Certificates ----------	60,637,000	6	At maturity.	----	98⅞
One & Two Year Treas'y Notes (legal tender)	8,536,900	5	" "	----	----
Three Year's Compound Interest notes of '64	180,012,141	6	At maturity.	1867	---
United States Notes (greenbacks)----------	423,902,223				
Fractional currency ----------	26,553,244				
STATE LOANS.					
Alabama—State bonds ----------coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k)---coupon	899,000	6	No int'est	1868	----
" — " " (B'k of State).. "	610,000	6	paid for	1868	----
" — " " (" ").. "	38,000	5	many y'rs	1868	----
California—Civil bonds of 1857 --------coupon	3,727,500	7	Jan. & July	1878	116
" — " " 1860---- ---- "	198,500	7	" "	1880	----
" —War bonds---------- "	610,004	7	" "	1872	----
Connecticut - War Fund bonds--------coupon	2,000,000	6	Jan & July	'71-'82	92
" — " " " ----- " ..	1,000,000	6	" "	1882	93½
Florida—State bonds---------- ----------coupon	143,000	7	----------	----	----
Georgia—State bonds ----------coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) -- "	2,073,750	6	" "	'63-'80	90
" — " " (R. R.)-------- "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock------inscribed	1,970,967	6	Jan. & July.	1870	98
" — " " " bonds ----- "	1,322,085	6	" "	1877	98
" —Interest stock---------- "	737,222	6	" "	1860	86
" —Refunded stock ---- ---- -----coupon	2,187,000	6	" "	'63-'80	96
" —War bonds---------- "	2,000,000	6	" "	1879	96
—Canal bonds (sterling)-------- "	1,778,423	6	" "	1870	----
" — " " (dollar) --------- "	1 969,397	6	" "	1870	67
Indiana—State stock ----------registered	5,325,500	5	Jan. & July.	1886	80
— " " ---------- "	2,058,173	2½	" "	1886	80
—State Int. Imp bonds (not adjusted)	391,000	---	----------	d'm'd.	----
" —State War Loan bonds -----coupon	1,371,780	6	May & Nov.	1881	92
" —Canal Preferred stock-------- "	4,079,500	5	Jan. & July.	------	84
" — " " special stock "	1,216,737	5	" "	------	----
— " Deferred stock-------- "	1,243,000	5	" "	------	----
— " " special stock "	479,545	5	" "	------	----
Iowa—State stocks----------coupon	200,000	7	Jan, & July	1868	----
— " " (war loan)---- ------ "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund --- "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund)--coupon	146,000	7	Jan. & July.	1876	----
" — " " " " -- "	54,000	7	May & Nov.	1878	----
" — " " (domestic)------ "	65,000	6	July.	1883	----
Kentucky—State bonds ----------coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ---------- "		5	" "	'81-'91	----
" — " " ---------- "		5	" "	'93-'96	----
" — " " (bank) ----- " --	600,000	5	" "	1891	----
" — " " ---------- " --	67,500	6	" "	'91-'96	95
" — " " (war loan) - " --	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.)---coupon	516,130	6	----------	d'm'd.	81½
— " (R. R. etc.)--- "	3,902,000	6	----------	'67-'99	----
" — " " (banks)------ "	5,398,533	6	----------	------	----
" — " " (war loan)--- "	670,000	6	----------	------	----
Maine—State bonds ----------coupon	----------	6	Mar. & Sept.	'63-'77	95½
" — " " (war loan)------- "	1,000,000	6	Jan. & July.	'81-'83	95
Maryland—State bonds (st'l'g)---------coupon	816,000	5	Chiefly quarterly.	1865	----
— " (st'l'g conv.)--	200,376	5		1865	----
" — " (st'l'g)-------- "	5,585,555	5		'89-'90	----
" — " (st'l'g conv.)-- "	2,490,569	5		'89-'90	----
" — " (dollar)---- inscribed	500,000	3		1890	----
" — " " (")---- "	100,000	4½		1888	----
" — " " (")---- "	767,560	5		'42-'58	----
" — " " (")---- "	399,408	5		1880	----
" — " " (")---- "	148,711	5		'89-'90	----
" — " " (")---- "	133,689	6		pleas.	----
— " " (")---- "	3,000,000	6		1870	100½
— " " (")---- "	35,000	6		1885	----
" — " " (")---- "	603,333	6		'89-'90	102½
Massachusetts-State b'ds (Western R.R.)-stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.)--- "	508,380	6	" "	'88 '90	----
" — " " (" ")-dollar	416,500	6	" "	'90-'91	----
" — " " (" ")- "	300,000	5	" "	1893	----
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	----
— " " (N.&W. R.R.) "	400,000	6	" "	1870	----
— " " (Cons.Stat sc.) "	150,000	6	" "	1870	----
— " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	----
— " " (" ") "	345,000	5	April & Oct.	'65-'74	----
— " " (" ") "	200,000	5	May & Nov.	'65-'72	----
— " " (" ") "	94,000	5	Jan. & July.	1874	----
— scrip----------	200,000	6	" "	'64-'66	----
— ----------	247,000	6	June & Dec.	'68-'72	----
Massachusetts—Union Fund Loan-----coupon	3,000,000	6	Jan. & July.	'71-'76	107
" — " " " ----- "	600,000	5	" "	'77-'78	96¾
" —Bounty Fund Loan---- "	500,000	5	May & Nov.	1893	92½
" —Coast Defence Loan--- "	1,000,000	5	" "	1883	98
" —Back Bay Loan -------- "	168,000	5	" "	1880	----
Michigan—Renewal Loan ----------coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan-----(sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan------(" ") "	567,000	7	" "	1886	100
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ----------coupon	250,000	8	Jan. & July.	1867	102
" — " " (Indian war)- "	100,000	7	" "	1871	----
" — " " (Railroads)--- "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks)-----coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857----------	63,000	5½	Jan. & July.	1863	----
" — " " " " ----------	199,000	6	" "	1863	77½
" — " " " " ----------	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857----------	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853----------	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R.---coupon	7,000,000	6	" "	'72-'88	79
" — " " S.W. Branch-- "	4,500,000	6	" "	'87-'89	----
" — " " H.&St.Joseph "	3,000,000	6	" "	'73-'87	77
" — " " N. Missouri -- "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton -- "	650,000	6	" "	'87-'89	----
" — " " Platte Co. ---- "	700,000	6	" "	1889	----
" —Revenue bonds ---------- "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants ----------	780,000	---	----------	------	----
New Hampshire—State bonds--------coupon	535,100	6	Feb. & Aug.	1876	93
" " —Notes ----------	200,000	6	----------	------	----
New Jersey—State stock ----------registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan)-coupon	531,820	6	" "	'65-'71	----
" " — " " (" ")- "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt--------	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans--	348,107	5	" "	pleas.	----
" " — " " " " " --	900,000	5	" "	1875	----
" " — " " " " " --	442,961	5	May & Nov.	1868	100
" " — " " " " " --	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " " --	1,300,000	6	" "	'68-'78	100
" " — " " " " " --	700,000	7	" "	1870	----
" " — " " Comptroller's b'nds	28,698	5	----------	d'm'd	----
" " — " " " " " --	11,050	5½	----------	d'm'd.	----
" " — " " " " --	14,230	6	----------	d'm'd.	----
" " — " " " " --	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans----	287,700	4½	J., A., J., & O	1864	----
" " — " " " " " ----	68,000	5	Feb. & Aug.	1876	----
" " — " " " " " ----	28,000	5½	J., A., J., & O.	1865	---
" " — " " " " " ----	320,000	5½	Jan. & July.	1865	----
" " — " " " " " ----	100,000	6	" "	1867	----
" " —Canal Fund Loans----------	6,922,274	5	" "	'63-'74	----
" " — " " " ----------	15,889,025	6	" "	'64-'76	----
" " — " " " ----------	1,200,000	7	" "	1864	----
North Carolina—State bonds ---------coupon	9,129,505	6	Various.	Var.	53
Ohio—State bonds (foreign debt) ----coupon	1,258,279	6	Jan. & July.	1860	----
" — " " (" ") ----- "	1,016,000	5	" "	1865	----
" — " " (" ") ----- "	379,866	6	" "	1868	----
" — " " (" ") ----- "	2,183,532	6	" "	1870	93
" — " " (" ") ----- "	1,600,000	6	" "	1875	95
" — " " (" ") ----- "	4,095,309	6	" "	1881	95
" — " " (" ") ----- "	2,400,000	6	" "	1886	----
" — " " (domestic debt)----------	125,680	6	" "	1863	95
" — " " (war loan)--------coupon	1,500	---	" "	1866	----
" — " " (" ")---------- "	279,313	---	" "	1868	----
" —Irreducible debt (school funds, etc.)---	2,920,403	6	Yearly.	------	----
Oregon—State scrip ----------	55,372	---	----------	------	----
Pennsylvania—State Stock Loans----------	131,200	4½	April & Oct.	due.	----
" — " " " ----------	10,780,095	5	Jan. & July.	due.	86
" — " " " ----------	3,886,070	5	Feb. & Aug	due.	----
" — " " " ----------	3,690,614	5	Mar. & Sept.	due.	----
" — " " ----------	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates ----------	210,263	6	Feb. & Aug.	due.	----
" —State bonds----------coupon	200,000	4½	Jan. & July.	1882	----
—State Stock Loans----------	1,177,890	---	" "	1864	----
" — " " " ----------	675,029	5	Feb. & Aug.	1864	----
" — " " " ----------	1,045,629	5	June & Dec.	1864	----
" — " " " ----------	1,558,673	5	Jan. & July.	1865	----
— " " " ----------	2,277,755	5	" "	1868	----
" — " " " ----------	1,766,214	5	" "	1870	85
" —State bonds----------coupon	4,860,000	5	Feb. & Aug.	1877	85
" — " " ---------- "	428,000	5	" "	1878	----
" — Inclined Plane Loan ----------	400,000	6	April & Oct.	1879	----
" —State bonds----------coupon	650,000	5	Jan. & July.	1882	94
" —Bank Charter Loans----------	360,937	5	----------	------	----
" —Relief Notes in circulation---	97,360	---	----------	------	----
" —Military Loan bonds --coupon	3,000,000	6	Feb. & Aug.	1871	99
Rhode Island—State bonds (war loan)-coupon	2,000,000	6	Mar. & Sept.	1882	93
South Carolina—State bonds (stg)----coupon	484,444	5	----------	1868	----
" " —Inscribed certificates -------	1,708,017	6	----------	'68-'90	----
" " —State b'ds (railroads)-coupon	1,310,000	6	----------	1877	----
Tennessee—State bonds (banks) ------coupon	1,125,000	6	----------	1882	81
" — " " (internl impr.) "	2,063,606	5	----------	Var.	54
" — " " (railroads) --- "	12,799,000	6	----------	Var.	88
" — " " (capitol) ----- "	608,000	5	----------	1890	57
" — " " (Hermitage) - "	48,000	6	----------	1890	89½
Texas—Had no debt in 1861 ----------	----------	---	----------	------	----
Vermont—Inscribed certificates ----------	175,000	6	----------	'63-'64	----
" —State bonds (war loan) ----coupon	58,000	6	----------	'62-'63	----
" — " " (" ") ---- "	751,000	6	Jan. & July.	1870	98
Virginia—Inscribed certificates (civil)-------	404,000	5	Various.	Var.	----
" — " " (railroad) ---	18,264,642	6	Jan. & July.	'83-'93	72
" —State bonds (railroad) ------coupon	12,624,500	6	" "	'85-'93	----
" — " " (sterling)------- "	1,865,000	5	" "	1892	----
West Virginia—No information ----------	----------	---	----------	------	----
Wisconsin—State bonds (civil)---- ----coupon	100,000	6	April & Oct.	'67-'68	100
— " " (war) --------- "	200,000	6	Jan. & July.	1867	----
— " " (domestic) --- "	100,000	6	" "	1877	----
— " " (" --- "	1,100,000	6	" "	78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,810	357,556	3,709,970
1865	354,755	383,147	449,815	406,680	460,422	521,174	595,523	738,527	677,625	719,911	731,270	599,762	6,938,611
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	988,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	158,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	261,903	252,583	288,159	263,149	312,316	343,985	315,944	391,574	399,602	355,075	294,804	224,022	3,703,116
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	186,172	227,260	311,180	232,287	288,095	384,290	300,707	261,141	190,272	3,222,692
1866	237,555	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,365	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	921,886	749,191	546,609	7,958,980
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,335,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	908,341	886,039	1,240,626	1,472,120	1,339,279	1,225,528	1,152,803	1,364,126	1,345,456	1,406,387	1,451,217	1,503,993	15,295,915
Hudson River:													
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	281,759	253,049	273,726	306,595	361,600	340,900	340,738	507,552	4,274,556
1865	525,936	418,711	424,870	311,540	351,759	310,049	------	------	------	------	------	------	------
Illinois Central:													
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,106	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	546,051	522,555	592,276	491,297	454,604	590,061	581,996	661,548	706,740	621,849	624,968	------	------
1866	582,828	------	------	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	93,078	93,546	96,908	95,453	1,038,165
1865	98,112	86,626	93,503	82,186	73,842	110,186	108,652	112,156	120,051	117,604	114,512	104,587	1,222,017
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,930	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,085	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,183	74,283	70,740	106,689	146,943	224,838	217,159	170,554	228,020	310,595	226,840	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,815	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	239,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,541
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413 322	366,245	363,194	402,122	309,083	424,206	484,173	521,636	498,421	356,912	4,859 671
1866	314,598	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	460,661	490,694	447,670	328,869	4,504,549
1866	282,438	------	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,848	128,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,538	95,905	106,269	203,018	237,562	251,906	241,370	360,841	395,579	346,717	171,125	2,535,031
1866	132,000	------	------	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,133	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	1,059,028	1,105,664	1,004,435	1,029,736	1,056,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,337
1863	335,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,992	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,129,466
1865	684,260	696,738	886,511	738,107	601,238	650,311	612,128	718,016	759,405	807,882	713,472	570,826	8,438,394
St. Louis, Alton and Terre Haute:													
1862	74,25	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,18	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,078	153,903	202,771	169,299	177,625	173,722	162,571	218,553	216,737	222,924	207,098	162,694	2,237,975
Toledo, Wabash and Western:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	243,840	221,570	220,209	265,154	2,060,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	379,981	375,534	361,610	247,023	2,926,243
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,383
1866	45,102	------	------	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	----
Convert. (guar. by Dir.)	150,000	7			1863	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8			1864	----
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	----
Allegheny Valley:						
Mortgage	570,000	7	April & Oct.	Pittsburg.	1891	----
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	London.	1880	80
2d Mortgage	593,500	7	" "	" "	1882	75
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	London.	1877	81
2d Mortgage	956,000	7	" "	" "	1882	77
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	----
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	97
2d Mortgage	----------	7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P.&Bos.	'68-'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	----
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	98
" " " 1850	676,000	6	Jan. & July.	"	1880	98
" " " 1855	1,085,000	6	Jan. & July.	"	1875	97½
" " " 1834	960,084	6	Ja. Ap. Ju. Oc.	"	1867	95
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	----
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'99	----
2d Mortgage	116,000	7	" "	" "	1870	----
Income bonds	87,000	---	----------	----------	1870	----
Real Estate bonds	47,550	---	----------	----------	1866	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						----
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	----
1st Mortgage	300,000	7	" "	New York.	1865	----
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	----
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	----
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6	----------	----------	'78-'79	----
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	----
Converted Sterling Loan	800	5	"	"	1863	----
American Loan	63,000	6	"	New York.	1864	----
Loan for $500,000	229,700	6	"	"	1867	96½
" " $800,000	423,680	6	"	"	1870	89
" " $675,000	675,000	6	"	"	1875	84
" " $1,700,000	1,700,000	6	"	"	1883	85
" " $2,500,000	867,000	6	"	"	1889	84
Consolid. Mort. Loan $5,000,000	4,269,400	6	"	"	1889	90½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	----
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	----
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	----
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	82
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.	----------	'57-'60	----
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6	----------	----------	----	----
2d Mortgage	1,000,000	7	----------	----------	----	----
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	88½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	109
" " " inconvertible	3,167,000	8	" "	" "	1883	----
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	----
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	----
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	----
" " " Plain	6,000	8	March & Sept.	" "	1876	----
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	93½
1st Mortgage pref. S. F.	554,000	7	April & Oct.	"	1877	96
Income Bonds	1,100,000	7	May & Nov.	" "	1882	93
Chicago and Milwaukee:						
1st General Mort.	2,000,000	7	Jan. & July.	New York.	1898	85
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	----
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	97
Income bonds	53,500	8	May & Nov.	" "	var.	---
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	92
General 1st Mortgage	3,600,000	7	" "	" "	1885	84½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	82
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	80
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	----
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	------	----
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	----
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.	----------	1864	110
3d Mortgage	658,200	8	" "	----------	1876	----
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1,010,000	7	----------	----------	1880	----
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,157,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,728,500	7	" "	" "	1875	85
4th Mort. (M. L.) or 3d Extension	1,108,740	6	Jan. & July.	" "	1892	73
River Line bonds	4,000	7	----------	----------	1887	----
Dividend bonds	24,811	---	----------	----------	------	----
Income bonds	3,500	---	----------	----------	------	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	491,500	7	Jan. & July.	New York.	'64-'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1863	75
C. and T. Dividend (convert.)	12,235	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1885	96
Columbus and Xenia:						
Dividend	36,860	---	June & Dec.	New York.	1866	----
Mortgage	248,000	---	----------	----------	------	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	----
Connectic't and Passump. Rivers:						
1st Mortgage	638,500	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	----
2d Mortgage	109,500	8	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1881	103
3d Mortgage	642,000	---	----------	----------	------	----
Toledo depot bonds	162,500	---	----------	----------	------	----
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "	------	40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	100
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	102
2d Mortgage	2,516,500	---	March & Sept.	" "	1881	102
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	----------	----------	------	----
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	----
Construction bonds, 2d Div'n	660,000	---	----------	----------	------	----
Eastern (Mass.):						
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	94
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	----
East Tennessee and Georgia:						
State, 1st Mortgage	970,000	---	----------	----------	------	----
Endorsed by State of Tennessee	150,000	---	----------	----------	------	----
Mortgage (ordinary)	790,688	---	----------	----------	------	----
East Tennessee and Virginia:						
State, 1st Lien	1,602,000	---	----------	----------	------	----
Endorsed by State of Tennessee	200,000	---	----------	----------	------	----
1st Mortgage (after State)	100,000	---	----------	----------	------	----
Redeemable in Stock	66,950	---	----------	----------	------	----
Eaton and Hamilton:						
1st Mortgage	757,734	†	----------	----------	var.	----
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	----
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	----------	----------	1869	----
Mortgage Bonds	150,000	7	----------	----------	1881	----
Florida:—						
Internal Improvement (State)	1,655,000	7	----------	----------	1891	----
Free Land, 2d Mortgage	1,500,000	8	----------	----------	1891	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	97½
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000		Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	77
Land Security	3,344,600	7	April & Oct.	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	100
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	100½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95½
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	
Construction	7,975,500	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	108
Redemption bonds	2,086,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6†	" "	Augusta.	1861	
*Kentucky Centr. (Gov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	91
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1831	
Lexington and Frankfort,						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	85
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	'66-'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1866	
Memphis Branch 1st Mortgage	286,000	7			'70-'75	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	86
1st Mortgage sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Michigan Central:						
1st Mortgage Sterling	$467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	2,040,500	8	" "	N.Y. & Boston	1869	112
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.		1882	110
1st Mortgage (S. F.), convertible	4,330,500	8	" "	" "	1882	110
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	7,000	7	Feb. & Aug.	" "	1863	
Jackson Branch	77,000	7	" "	" "	1865	
Goshen Air Line	682,000	7	" "	" "	1868	92
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	94
2d General Mortgage	2,194,500	7	" "	" "	1877	88
Milwaukee and St. Paul:						
1st Mortgage	4,600,000	7	Feb. & Oct.	New York.	1893	80
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	443,000	7	Jan. & July.	New York.	1891	98
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July	" "	1875	18½
1st Land Grant	3,612,000	7		" "		48½
2d Land Grant	691,000					
Income bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1915	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	99½
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey:						
Company's (various)	642,500	7	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '4 '8	
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	
New York Central:						
Premium (S. F.) Bonds	6,690,120	6	May & Nov.	New York.	1883	92½
D'bts of former Co's outst'ding.	100,000					
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	101½
Exchanged St'ks (S. F.) B'ds	634,000	6	May & Nov.	" "	1883	92
" " (") B. & N. F.	78,000	6	" "	" "	1883	87
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	85
Real Estate Bonds & Mortgages	192,773	7	var.	" "	var.	
" " " "	46,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug.	" "	1876	103
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	92
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	99½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102
3d Mortgage	6,000,000	7	" "	" "	1883	98
4th Mortgage	3,634,000	7	April & Oct.	" "	1880	94
5th Mortgage	1,002,500	7	June & Dec.	"	1888	92½
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	"		100
3d Mortgage	980,300	7	Jan. & July.		1867	93½
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1875	
N. York, Providence and Boston.						
1st Mortgage	247,000	6	Feb. & Aug.	New York.	'78-'78	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	8	Mar. & Sept.		1867	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---				----
2d Mortgage	224,500	---				----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	86
Md. State Loan (irredeemable)	1,500,000	6	"	"		----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	93
2d Mortgage	3,077,000	7	"	" "	1861	37½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	83½
Chattel Mortgage	360,000	10	" "		1887	113½
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	"	'63-'70	----
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	83
1st Mortgage—Western "	850,000	7	" "	" "	1872	----
2d Mortgage—Western "	750,000	7	"	" "	1874	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	79
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction Main Line	1,314,000	7	" "	" "		55
" S. W. Branch	3,232,000	7	" "	" "		----
St. Louis County bonds	13,000	7	" "	" "	1885	----
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	101½
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.		1872	----
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	75
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	96½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	92½
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	----
State Works Bonds	6,800,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				----
1st Mortgage (1859-'70-'75)	365,000	6			var.	----
3d Mortgage (1862-'70-'72)	378,000	6			var.	----
Special Mortgage (1865-'68)	175,000	6			var.	----
Last Mortgage (1861 to 1869)	133,500	8			var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	----
" 1849, "	2,856,600	6	April & Oct.	"	1870	92
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	85½
" 1844, "	804,000	6	" "	"	1880	85½
" 1848, "	101,000	6	" "	"	1880	85½
1849, "	67,000	6	" "	"	1880	85½
1857, (convertible)	564,000	6	" "	"	1886	89½
1856, "	60,000	7	" "	"	1886	----
Bonds and mort. on Real Estate	596,579	---				----
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	100
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	92½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	82½
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago						
1st Mortgage	1,200,000	---			1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		----
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---			1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	----
Richmond and Petersburg:						
Coupon	159,000	---			1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	73½
2d Mortgage	937,500	7	" "	"	1863	22½
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	67½
2d Mortgage	77,000	7			1866	----
3d Mortgage	201,500	7			1875	----
Six per cents	75,593	6			1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	----
3d Mortgage	75,000	7			1870	----
South Carolina:						
State Loan	187,000	5			1868	----
Sterling	183,333	6			1868	----
Sterling	2,000,000	5		London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---				----
South-Western (Ga.):						
1st Mortgage	631,000	---			1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---				----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000	---				----
St. Louis County Subscription	1,000,000	---				----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	92
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	97
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	73
Toledo, Peoria & Warsaw:						
1st Mortgage	1,391,000	7	June & Dec.	New York.	1894	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	90
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	74
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				88
Equipment bonds	600,000	7				----
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	80
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	23
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	----
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	----
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	----
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	94
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	98
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	96
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	----
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6			1868	----
Company's endorsed by State	150,000	6			1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
								ARKANSAS.													
8 Nov. '58	38.5	—	....	107.5	....	....	....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—				—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	....
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	346,299	66,483	—	307,060	95,000	731	.....	23.8	53,325	89,470	46,029	7	....
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	517,808	134,509	—	....
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	533,490	3,000,000	927,000	—	4,654,333	75.2	452,238	1,459,711	413,528	12	170
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439,775	*	28,200	2,000,000	191,000	47,900	2,685,438	124.0	203.329	428,518	150,702	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	.....	62.0	145,655	360,167	140,391	16	—
23 Feb '65	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	161,182	274,887	loss.	—	117½
30 Nov. '64	84.8	3.8	9 3	—	3	2	—	New Haven and Northampton	2,336,485	41,560	—	1,010,000	650,000	—	.....	—	49,663	197,387	85,946	3½	—
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724,336	*	—	658,805	51,000	—	810,982	66.0	211,836	270,672	54,299	8	85
31 Mar. '65	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,729,607	932,365	—	3,619,600	2,000,000	—	6,810,340	117.4	652,755	1,847,291	622,596	9	114½
30 Nov. '64	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	—	2,338,600	607,000	10,962	3,238,531	66.4	344,463	631,728	244,471	7½	95
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	....
								FLORIDA.													
— — '62	154.2	—	....	150	....	....	....	*Florida*	.....	.....	—	.....	.....	.....	.....	....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
— — '62	59.9	—	5.0	—	....	....	....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '62	100.0	3.9	10.0	153 5	....	....	....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	....	....	....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	....	....	....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	*	....
30 Apr. '60	43.5	—	....	23.7	....	....	....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	....	....	....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.		138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '64	220.0	—	....	—	49	32	939	Chicago and Alton	8,308,919	*	659,100	4,208,300	4,054,000	—	9,896,598	281.0	1,104,197	2,770,484	1,273,518	7½	115
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 020	2,518,233	—	8,376,510	5,924,969	—	16,464,265	400.0	1,963,105	5,728,910	2,752,273	20	109½
31 May, '65	242.0	688.0	....	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	1,340,728	26,155,641	12,020,483	825,398	39,680,452	930.0	.....	6,820,750	1,802,272	—	27½
31 Mar. '65	181.8	—	....	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	500,000	6,000,000	1,450,500	—	9,484,582	228.4	1,212,654	3,359,391	1,891,705	6	99½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '64	454.8	252.5	....	—	126	78	3,327	*Illinois Central*	29,675,410	*	—	20,808,100	13,232,000	—	38,080,110	708.3	3,386,850	6,329,447	2,463,194	8	115½
1 Jun. '65	111.0	—	....	—	15	14	282	Toledo, Peoria & Warsaw	3,880,955	464,000	—	2,953,955	1,391,000	—	4,344,955	111.0	.....	489,874	210,950	—	....
31 Dec. '64	195.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,084,074	503,767	—	30
								INDIANA.													
— — —	108.0	—	....	—	....	....	....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	—	.....	103.0	.....	.....	.....	—	....
31 Aug. '65	132 0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	—	1,142,834	1,240,000	—	2,726,187	132.0	246,145	559,128	246,720	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	100
31 Dec. '64	84.0	—	....	—	15	—	....	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,372,000	997,000	—	2,975,878	84.0	384,539	771,763	307,832	—	....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132.0	.....	315,172	117,941	6	100
— — '58	288.0	—	....	—	....	....	....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36½
30 Nov. '64	73.0	—	....	—	21	28	440	Terre Haute and Richmond	1,988,150	*	169,379	1,900,150	88,000	—	3,063,108	73.0	370,555	1,007,979	521,254	18	159½
								IOWA.													
30 Apr. '65	75.5	—	....	176.5	....	....	....	*Burlington and Missouri River*	2,603,589	173,787	—	1,497,947	1,343,870	—	2,929,782	75.5	112,434	431,606	155,347	—	....
31 Dec. '64	100.0	—	....	220.0	11	7	187	Dubuque and Sioux City	4 673,123	63,951	—	3,649,396	960,000	27,364	4,891,849	100.0	200,813	412,156	162,268	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,356	—	....
30 Jun. '65	135.0	95.0	....	312.0	....	....	....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	....
30 Jun. '65	29.0	—	3.1	—	4	13	219	Lexington and Frankfort	605,298	52,300	—	514,573	79,000	—	736,513	29.0	.....	188,463	63,774	7	80
30 Jun. '65	65.1	—	5.4	—				Louisville and Frankfort	1,532,645	126,735	12,200	1,109,594	276,000	—	1,713,324	65.1	236,061	419,548	139,817	6	66
30 Jun. '65	185.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,964	*	—	5,527,871	3,297,000	39,307	12,578,715	300.0	983,047	4,314,540	2,172,515	8	....
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	....
31 Aug '60	53.7	—	....	135.3	..	...	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,263,015	248,969	108.434	1,710,819	53.7	.....	.....	.....	—	....
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	—	—	—	Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada						—	....
30 Jun. '62	188.0	—	....	—	....	....	....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,008,369	188.0	.....	340,898	.....	—	....
31 May '65	284.8	—	28.4	—	97	83	1,589	Michigan Central	13,805,576	*	168,225	6,491.386	7,565,489	—	14,781,571	329.3	1,582,793	4,121,213	1,715,063	—	101
31 Mar. '65	246.0	277.8	....	—	96	101	1,359	Mich. S'th'n & N'th'n Indiana	13,619,185	1,644,259	1,698,768	9,720,200	8,564,115	—	18,284,315	523.8	2,187,124	4,289,466	1,881,113	—	6½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	—	.....	—	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	—	.....	—	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	—	.....	—	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	500,000	—	.....	—	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	....
31 Oct. '59	71.4	—	....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	....
31 Dec. '58	83.2	—	....	60.4	....	....	....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	....
								MISSOURI.													
31 Aug. '63	06.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	37
28 Feb. '65	268.8	—	17.7	68.0	23	21	272	*North Missouri*	6,743,482	697,768	—	2,469,540	4,350,000	93,378	7,695,870	168.8	480,186	950,499	640,641	—	—
31 Dec. '62	152.0	—	3.6	—	....	....	....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	—
28 Feb. '65	283.0	—	14.4	—	43	26	566	*Pacific*	10,115,728	1,101,971	—	3,191,923	490,423	649,212	12,580,308	283.0	598,415	1,097,793	211,310	—	—
28 Feb. '65	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	3,098,940	116,927	—	70,513	3,467,234	—	3,883,402	114.0	100,562	197,744	1,895	—	—
30 Sep. '64	86.5	3.6	8 9	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,222	3,501,909	40,558	6,352,109	90.1	280,189	399,291	51,379	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "ni Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '65	51.8	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,222	236,767	6	96½
May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	5,423,197	16,151,962	10,112,584	897,839	36,811,376	286.8	2,938,010	6,509,945	4,544,097	3	112½
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	39.0	.....	703,123	429,890	4½	127
31 Dec. '64	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	123,775	3,344,860	4,850,000	—	12,273,647	261.0	1,099,348	3,051,669	1,085,387	11	44
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	11½
30 Nov. '64	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,452,248	183,345	360,753	1,830,000	640,000	12,326	2,996,346	70.9	413,213	650,999	182,610	6	95
30 Nov. '64	74.8	8.8	51.2	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	118½
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,333	10	127½
30 Nov. '64	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,061	5,557,510	83.6	638,622	1,471,985	487,864	10	131
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	123,865	—	681,666	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6¾	68
30 Nov. '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,560	—	1,591,100	250,000	—	2,079,944	52.4	223,318	472,821	165,932	6	103
30 Nov. '64	44.2	30.5	27.5	—	31	74	469	Eastern	3,966,179	329,765	264,102	3,155,000	1,667,200	237,200	5,059,400	89.0	527,236	1,040,189	460,423	6	99½
30 Nov. '64	51.0	42.5	75.8	—	25	35	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,846,885	93.4	434,622	868,352	309,341	8	106½
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	3,374	366,912	(Op	er. by B	oston &	Lowell)	5	.....
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	558,919	95,684	—	600,000	—	50,465	809,562	71.0	185,647	291,618	63,019	8	111½
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,820	43,527	7	107½
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	—	—	10½
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	334,503	—	3,609,600	452,000	451,350	4,512,950	107.3	510,010	964,030	469,932	8	101
30 Nov. '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,409,307	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	159,118	8	140½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	727	470,931	(Op	er by B.	& L. Co.)	17,500	1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '64	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,057,916	207,343	248,495	2,214,225	924,960	—	3,932,547	77.3	151,327	342,297	134,363	—	39½
30 Nov. '64	156.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb.&W.S. etc.)	10,175,943	1,095,713	—	5,150,000	6,267,520	—	14,986 959	218.0	1,430,223	2,996,854	1,178,712	10	137½
30 Nov. '64	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1,088,898	116,000	—	1,141,000	76,000	51,390	1,268,390	45.7	194,712	338,285	137,605	7½	103
								NEW HAMPSHIRE.													
31 Mar. '65	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	3,141 091	93.5	.....	408,388	141,407	—	62
30 Nov. '64	53.6	—	8.0	—	18	16	246	Cheshire	2,703,488	*	—	2,085,925	679,500	—	2,765,425	53.6	382,852	539,743	155,896	—	.....
31 Mar. '64	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,500,000	61.3	.....	821,985	136,049	8	60½
31 Mar. '64	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	90,699	7	106½
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	.....	.....	—	.....
31 Mar. '64	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	166,500	15,518	3,250,418	82.0	.....	210,265	210,265	7	91½
30 Apr. '64	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	—	.....	24.7	oper. by	Vermo't	Central.	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,386,285	*	—	997,112	2,193,000	252,584	3,442,697	75 2	.....	501,886	146,101	—	.....
31 Dec. '64	63.9	32.2	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,406	10,264,463	—	.....	124 2	.....	5,799,980	1,140,788	35	119½
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,414	*	—	1,062,243	1,035,276	123,930	2,221,449	60.2	.....	231,466	71,106	—	5½
31 Dec. '64	64.0	26	64.0	—	59	34	908	Central of New Jersey	9,203,924	1,078,538	—	6,500,000	2,000,000	—	9,764,509	90.0	948,218	2,537,184	1,305,630	20	114
31 Dec. '64	53.0	—	—	45.5	24	43	274	Morris and Essex	4,057,275	*	55,000	3,041,950	1,164,500	31,200	4,536,916	53.0	270,000	570,764	171,755	7	103½
31 Dec. '64	33.8	—	.....	—	.....	.....	.....	New Jersey	3,799,809	492,000	1,649,022	4,397,800	635,000	145,000	5,960,452	33.8	610,427	1,563,607	777,626	10	135
31 Dec. '64	21 3	—	.....	—	2	6	17	Northern New Jersey	452,116	*	—	158,800	260,000	45,072	463,872	21.2	99,787	146,936	29,200	—	.....
31 Dec '64	.....	.....	.....	—	.....	.....	.....	Raritan and Delaware Bay	2,596,481	*	—	2,360,700	1,534,000	544,426	4,440,026	—	—	229,476	—	—	65
31 Dec '64	18 2	—	.....	—	.....	.....	.....	Warren	2,008,300	—	—	1,408,300	600,000	—	2,008,300	18.2	.....	290,022	130,510	6½	46½
31 Dec. '64	38 5	—	.....	47.	—	—	—	West Jersey	1,461,249	*	—	588,400	700,000	—	1,288,400	—	—	207,952	91,544	—	.....
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '64	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,651,285	388,059	—	919,153	1,777,500	155,417	3,039,343	48.9	166,207	458,441	80,873	—	.....
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160 3	640,814	1,030,232	loss	—	108½
30 Sep. '64	88.3	—	18.5	—	35	35	608	Buffalo and State Line	2,267,838	516,576	189,000	2,200,000	1,200,000	—	3,680,000	88.3	645,234	1,945,466	769,028	10	195
31 Dec. '64	460.0	97.0	336.5	—	276	114	4,600	Erie	42,316,853	*	4,104	24,935,800	17,823,400	1,067,083	48,045,284	807.0	6,916,324	13,429,643	4,594,725	8	78½
30 Sep. '64	144.0	—	128.3	—	71	164	671	Hudson River	13,053,434	1,616,413	—	6,218,042	7,737,680	1,167	14,669,847	150.0	1,396,293	4,132,600	1,587,293	8	100
30 Sep. '64	94.0	9.5	06.3	—	15	32	110	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	103.5	290,474	497,299	335,237	14	70
30 Sep. '65	297.8	258.1	421.0	—	258	284	5,336	New York Central	27,296,542	6,305,377	1,279,791	24,591,000	14,627,442	—	44,075,497	654.9	5,804,048	13,975,524	2,694,714	6	87½
30 Sep. '64	130.7	2.1	45.0	—	35	57	565	New York and Harlem	9,510,739	1,105,299	1,022,685	6,585,050	6,115,800	—	12,700,850	163.8	1,730,116	1,860,429	450,709	—	.....
30 Sep. '64	118.0	3.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,859,853	784,203	—	—	4,571,900	—	4,571,900	121.7	458,311	726,343	176,640	—	23½
30 Sep. '64	35.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,654	128,199	—	396,340	311,500	23,708	901,853	35.9	88,498	218,994	112,056	8	.....
30 Sep. '64	25.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,481	199,855	—	800,000	233,750	—	1,033,750	58.2	129,084	432,832	218,303	8	.....
30 Sep. '64	189.6	48.5	18.2	—	26	34	898	Rome, Watert'n & Ogdensb'g.	3,095,871	368,305	—	1,774,175	1,729,900	50,228	3,554,303	238.1	432,370	827,615	360,754	10	98
30 Sep. '64	40.9	6.7	3.9	—	8	17	90	Saratoga and Whitehall	824,723	105,601	—	500,000	360,000	—	930,324	51.3	114,725	257,035	91,060	—	.....
30 Sep. '64	13.0	—	0.3	—	2	6	6	Staten Island	282,817	34,237	—	628,100	200,000	140,000	968,100	13.0	45,229	183,860	85,553	—	.....
30 Sep. '64	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,130	1,585,257	38,832	2,932,806	81.0	207,280	411,378	240,450	—	.....
30 Sep. '64	34.9	—	6.5	—	12	15	185	Troy and Boston	1,639,779	283,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,446	261,928	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	.....
								OHIO.													
31 Dec. '63	60.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,963	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '64	118 2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040,550	—	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '65	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	4,341,780	593,209	138,147	3,000,000	1,629,000	—	5,601,796	202.0	.....	1,241,857	503,228	19	123
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '64	135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	750,000	1,131,750	6,000,000	491,500	—	6,919,436	191.2	1,032,368	2 499,348	1,235,162	15	114
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375,209	228,651	—	45
31 Oct. '64	95.5	—	40.5	—	32	21	899	Clev., Painesville & Ashtabula	3,765,159	937,686	—	4,000,000	1,501,000	—	5,501,000	95.5	607,589	2,424,299	1,651,990	26	.....
30 Nov. '64	101.	102.5	.....	—	56	28	1,276	Cleveland and Pittsburg	8 575,965	*	4,125	4,266,988	4,026,551	—	8,776,352	203.5	1,256,812	2,512,315	438,897	8	80
31 May '65	109.2	79.4	.....	—	37	37	658	Cleveland and Toledo	6,699,573	724,449	56,737	4,690,600	2,614,810	—	8,070,880	188.6	2,104,098	1,691,266	834,780	10	106
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '64	54.5	61.5	12.5	—	14	13	210	Columbus and Xenia	1,445,924	268,317	35,315	1,692,300	248,800	—	2,128,089	ope	r. w. Lit.	Miami.	307,321	30	.....
31 Mar. '65	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,496,811	485,303	.....	2,366.705	3,782,430	.....	6,214,825	142.0	—	1,069,187	431,980	—	.....
30 Nov. '64	83.5	—	39.6	—	29	27	422	Little Miami	3,589,644	536,634	437,103	3,572,436	1,400,000	—	5,111,625	138.0	1,117,836	2,433,286	614,641	30	140
31 Dec. '64	173.3	77.6	13.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,293	—	15,805,315	250.8	456,408	1,038,165	427,405	—	.....
30 Apr. '62	192.5	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '65	153.9	52.0	.....	—	30	19	388	Sandusky, Dayton and Cinc.	3,985,495	595,400	251,867	3,343,956	1,341,093	14,202	5,172,133	205.9	355,409	719,924	145,900	—	19½
31 Dec. '64	116.0	9.0	.....	—	7	8	218	Sandusky, Mansfield & New'k	2,428,910	*	—	886,909	1,292,000	144,994	2,810,780	125.0	209,011	38 2 07	189,488	—	.....
31 Dec. '64	242.4	—	.....	—	48	18	989	Toledo & Wabash	10,080 918	*	—	3,427,050	6 653,868	—	10,243,015	250.0	1,244,359	2,050,322	945,492	3½	42

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*	—	1,763,506	3,856,000	—	5,634,039	100.0	.....	360,215	171,286	—	----
31 Oct. '64	65.0	2.0	7.0	—	21	13	438	Catawissa	3,634,000	*	—	3,350,000	284,000	—	3,634,000	148.0	316,747	380,489	149,013	—	23½
31 Oct. '64	52.0	—	9.7	—	12	13	82	Cumberland Valley	1,131,037	*	—	956,900	378,600	—	1,335,500	74.0	176,968	394,952	193,901	8	83
31 Oct. '64	113.0	—	57.0	—	77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490	—	6,832,950	3,491,500	606,321	10,930,771	204.5	1,622,327	1,984,948	721,782	20	140
31 Oct. '64	36.0	1.7	7.7	—	8	7	71	East Pennsylvania	1,259,164	132,946	—	604,190	598,400	8,299	1,210,889	37.7	153,041	333,560	202,009	—	----
31 Dec '64	78.0	—	10.0	—	16	—	—	Elmira and Williamsport	2,027,652	*	—	1,000,000	1,620,000	—	2,620,000	78.0	308,770	656,518	43,741	2½	27
31 Oct. '64	13.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.5	153,520	486,788	189,007	10	----
31 Oct. '64	81.0	—	2.6	—	5	9	153	Erie and Pittsburg	1,588,878	192,509	—	256,500	900,000	637,886	1,794,386	81.0	71,880	163,502	55,456	—	----
31 Oct. '64	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '64	32.0	—	1.3	44.0	3	3	12	Hempfield	1,616,458	41,341	—	1,809,565	1,000,000	100,000	2,909,565	32.0	21,760	50,103	7,966	—	----
31 Oct. '64	43.5	14.5	11.0	6.0	15	4	126	Huntingdon and Broad Top	2,012,243	*	—	1,325,992	1,383,427	268,281	2,977,700	58.0	305,743	335,280	143,472	—	20½
31 Oct. '64	80.0	—	34.0	—	119	164	1,380	Lackawanna and Bloomsburg	3,160,403	465,406	—	1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,596	301,041	—	----
31 Oct. '64	70.0	17.5	53.0	—	51	4	2,713	Lehigh Valley	7,423,706	1,739,410	—	6,627,050	1,477,000	17,532	8,121,582	87.5	502,023	2,280,262	1,452,154	20	60½
31 Oct. '64	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,371,868	—	—	2,646,100	960,000	61,152	3,667,252	(ope	r. by Re	ading	R. R.)	6	32
31 Oct. '64	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,700,000	*	—	3,700,000	—	—	3,700,000	(	"	"	")	7½	54½
31 Oct. '64	55.6	14.2	13.3	—	20	26	674	North Pennsylvania	5,550,418	517,375	—	3,150,150	3,105,705	—	6,255,855	69.8	320,638	741,977	346,401	—	37
31 Dec. '64	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,639,576	3,385 315	5,604,810	19,860,060	16,684,840	—	43,520,356	356.9	5,846,778	14,759 057	4,065,113	10	55½
31 Oct. '64	17.0	3.0	22.0	—	18	45	101	Phila., Germant'n & Norrist'n	1,139,079	262,399	—	1,358,100	315,500	—	1,673,100	24.0	253,739	428,147	207,893	8	54
31 Oct. '64	237.6	—	29 1	—	—	—	—	Phila. and (Sunbury) Erie	15,760,623	—	—	5,013 054	9,940,000	10,500	14,963,554	(ope	r. by Pe	nn. R.R.	Co.)	—	29½
30 Nov. '64	152 0	46.8	206,5	—	216	81	14689	Philadelphia and Reading	18,998,276	5,736,480	734,788	20,072 323	7,271,879	—	27.716,253	509 5	3,328,229	9,269,341	4,308,150	15	49
31 Oct. '64	28.2	—	24.3	—	—	—	—	Philadelphia and Trenton	960,404	—	245,695	999,200	250,000	—	1,249,200	28.2	175,447	824,006	477,658	10	120
31 Oct. '64	96.0	—	81.6	—	41	100	964	Phila., Wilmington and Balt.	9,349,300	*	—	8,657,300	692,000	—	9,349,300	197.0	839,238	3,205,560	1,365,200	10	55½
31 Oct. '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361 664	198,820	—	1.774,773	1,500,000	64,208	3,784,101	72.0	272,688	394,362	130 361	—	9
31 Dec. '64	468.3	—	108.5	—	187	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,340	*	—	8,181,126	12,657,000	—	23,942,670	468.3	3,940,773	7,120,466	3,019,067	10	92½
31 Dec. '64	28.0	—	6.2	—	5	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Leas'd t	o Northn	Cen.	87,070	226,318	107,490	10	40
31 Oct. '64	26.4	—	3.3	—	7	16	28	Westchester & Philadelphia	1,313,526	102,983	—	684,036	1 009,095	162,312	1,855,443	26.4	118,698	273,232	149,817	—	----
31 Oct. '64	29.6	—	3.5	—	6	4	362	Tioga	802,253	165,884	—	391,800	372,000	1,343	968,137	29.6	95,566	293,338	211,317	8	43
								RHODE ISLAND.													
31 Aug. '64	50.0	—	2.0	—	16	16	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	250,000	—	.....	62.0	321,000	557,587	254,508	12	117
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,263	151,536	6	----
1 Jan. '59	143.2	21.3	----	—	—	—	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	----
28 Feb. '59	102.0	—	----	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	—	—	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	----
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	—	—	—	—	----
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	519,518	.....	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	----
1859	.....	—	----	—	—	—	—	Nashville and Northwestern	.....	—	—	.....	.....	.....	.....	—	—	—	—	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	—	—	216,962	413,000	408,477	.....	30.0	.....	1,248	—	—	----
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	----	158.0	—	—	----	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	----
— — '58	56 0	—	----	184.0	—	—	----	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	----	110.0	—	—	----	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	----
								VERMONT.													
31 May '65	110.3	—	6.6	—	9	8	280	Connect. & Passumpsic Rivers	2,880,277	*	—	1,679,600	638,500	.....	3,033,466	105.0	164,794	428,180	184,470	—	----
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	----
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,583	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	----
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941,045	262,887	—	----
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	.....	1,687,500	ope	r. by Vt.	Central		8	1
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,301,886	23.7	48,995	64,267	26,451	—	96
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	----
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	500,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	----
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	599,056	.....	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,290	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	----
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	----
30 Sep. '59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	----
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	—	—	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	----
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	75
								WISCONSIN.													
31 Dec. '64	195.0	175.0	----	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	—	9,650,000	370.0	1,125,571	2,113,118	508 555	—	----
31 Dec. '64	191.9	42.5	28.3	—	41	29	690	*Milw'kee and Prairie du Chien*	7,726,273	*	4,323	6,775,773	607,000	—	8,462,351	234.4	958,183	1,711,281	505,330	—	----
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	138,210	—	----
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	----
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,463,586	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	----
30 Jun. '63	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk	[illegible],10,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855	—	----
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	15
31 Dec. '64	94.5	1.6	----	—	18	20	337	Northern (O. S. & H.)	5,456,615	—	—	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,132	—	----
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,005	—	----
1 July, '61	60.0	—	----	—	—	—	—	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60 0	.....	132 455	36,670	—	----
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	----	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	----
								NEW GRANADA.													
31 Dec 63	48.	—	—	—	11	22	120	Panama	5,000,000	*	658	5,000,000	75,000	—	10,765,723	48.7	.....	327,438	1,328,924	12	----

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	—	60
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	—	26
Catawissa (preferred)	1,150,000	7	—	34½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	45
Chicago & Alton (preferred)	2,425,200	7	7	116
Chicago & Northwestern (pref.)	12,994,720	7	7	54½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	80
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	—	----
Dubuque & Sioux City (preferred)	1,975,866	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	—	----
Elmira & Williamsport (preferred)	500,000	---	—	40
Erie (preferred)	8,535,700	7	7	81
Hannibal & St. Joseph (preferred)	5,253,856	7	—	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	--	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	50
" " (2d pref.)	3,819,772	7	3	30
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	140½
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	8	101
" " " (2d pref.)	1,014,000	7	7	91
Milwaukee & St. Paul (preferred)	2,400,000	7	—	76½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	82½
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	58
Toledo & Wabash (preferred)	984,700	7	7	67½
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	7	---	----
" " " (2d pref.)	904,473	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	87
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	91
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	600,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.	----	--	----	----	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,608	6	M. & S.	1870	91½
Six per cent. Loan	2,432,274	6	A. & O.	1884	83½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	95
2d Mortgage	295,750	6	———	———	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	83
2d Mortgage	3,980,670	6	J. & J.	1882	76
Improvement	568,500	6	M. & N.	1876	70
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	56
Preferred Interest b'ds	227,569	6	" "	1878	24
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	27½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	89½
Wyoming Valley.					
1st Mortgage	650,000	6	J. & J.	1878	85½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	53½
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	35
Delaware and Hudson	100	10,000,000	10	135
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----	—	----
Lehigh Navigation	50	4,282,950	6	52½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	75
" (preferred)	100	1,175,000	10	114½
North Branch	100	----------	—	----
Sault Ste Marie	100	----------	—	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	23½
" " (preferred)	50	2,722,607	—	29½
Susquehanna and Tide Water	50	2,048,260	—	13
Union	----	----------	—	----
Union (preferred)	50	2,750,000	—	6
West Branch and Susquehanna	100	1,000,000	6	25
Wyoming Valley	50	700,000	16	57

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

	Store Prices.
Pig, Scotch, No. 1 (cash) per ton	48 — @ 51 —
Pig, American, No. 1	50 — @ 51 —
Bar, Refined, English	105— @110 —
Bar, Swedes, assorted sizes (in gold)	— — @ 97 50
Bar, Swedes, assorted sizes	165 — @175 —
Bar, English & American, Refined	125 — @150 —
Bar, English & American, common	115 — @120 —
Scroll, English	155 — @200 —
Ovals and Half-round	145 — @155 —
Band, English	— — @155 —
Horse Shoe	150 — @155 —
Rods, English	127 50 @190 —
Hoop, English	160 — @225 —
Nail Rod per lb.	— 10 @ — 11
Sheet, Russia per lb.	— 33 @ — 37½
Sheet, English, Single, Double and Treble	— 7¾@ — 10½
Sheet, Am., Single Double and Treble	— — @ — —
Rails, English (gold) per ton	57 — @ — —
Rails, American	85 — @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	— 18 @ — 23
English Spring (1st & 2d qlty.)	— 11½@ — 13
English Blister (1st & 2d qlty.)	— 13 @ — 20
English Machinery	— 13½@ — 15
German	— 15 @ — 17
American, Blister	— 12 @ — 14
American, Cast, Hammered	— 19 @ — 22
American, Cast, Rolled	— 13 @ — 15
American Spring	— 11 @ — 13
American Machinery	— 13 @ — 14
Milan (in bond)	— — @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb.	— — @ — 55
Sheathing, Yellow	— — @ — 46
Pig, Chile	— — @ — —
Bolts	— — @ — 55
Braziers'	— — @ — 55
American Ingot (cash)	— 37 @ — 38½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2¾ cents per lb.

Galena per 100 lb.	— — @ — —
Spanish	9 40 @ 9 60
German Refined	9 40 @ 9 60
English	9 40 @ 9 60
Bar per lb.	— — @ — 12
Pipe and Sheet	— — @ — 16

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2¾ cents per lb.

Banca per lb.	— — @ — 27½
Straits	— 26½@ — 26¾
English	— — @ — 26
Plates, Charcoal I. C per box	15 75 @ 16 —
Plates, I. C. Coke	12 50 @ 14 50
Terne, Coke	— — @ 11 —
Terne, Charcoal	14 50 @ 15 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d (cash) per 100 lb.	— — @ 7 50
Clinch (cash)	— 9 @ 9 50
Copper	— — @ — 60
Ausable Horse, Norway Iron, Forged	— — @ — 41
Zinc Nails (6 mos.)	— — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 32 @ — 32½
Refi'd, free, L.S. to pr. Wh. (110@120 test)	— 73 @ — 74
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)	— — @ — —
Naptha, Refined (60@63 gravity)	— 42 @ — 43

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 7.

	Th 1.	F. 2.	Sat 3.	M. 5.	Tu. 6.	W. 7
Atlantic M. S. S. Co.	----	----	105	----	----	----
At. & Gt. W. (O) 1st m't.	----	----	----	97	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	118	----	----	116
Canton Co.	----	44	43½	43½	----	----
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton 107	111	117	----	113½	115	----
" " pref. 108	115	116½	113	----	114	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	93	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	----	----	----
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n 28½	28½	28½	27¾	27½	26¾	----
" " pref. 55½	54½	54¾	54½	53½	53¾	----
" " 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	82	----	----	----	----
Chicago & Rock Isl. 100½	100⅛	100½	99½	99½	----	----
" 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	115	----	114	----	----	----
Clev. and Pittsburg 81½x	82½	82½	81¾	80¾	80½	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	----	105	105	106	----	----
" " S. F. 7 p.c. 95½	----	----	96	----	----	----
Cumberland Coal, pref 45½	45	44¾	44½	----	44½	----
Del. & Hudson Canal 136x	134½	135	----	----	134	----
Del., Lack. & West	145	145	----	142	140	----
" " 1M. 8p.c. '71-5.	----	----	----	----	----	----
" " 2M. 8p.c. '81	----	----	----	----	----	----
Erie 81¾x	79	78½	77½	77	77½	----
" pref.	80	----	80	81	----	----
" 1 M. 7 p.c. '67	----	----	----	99½	----	----
" 2 M. 7 p.c. '79	102	----	----	----	----	----
" 3 M. 7 p.c. '83	98	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	94	----	----	----
" 5 M. 7 p.c. '88 92½	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7p.c. '82	97½	----	----	----	----	----
Hann. & St. Joseph	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River 101	99⅞	100	100	100	100½	----
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69	----	100	----	----	100	----
" 2M. S. F.	----	100½	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central 116½	116	115	116½	114½	115½	----
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co. 13	12½	11	11½	11	11	----
Michigan Central 101¾x	101½	102	101	101	101	----
" S F. 8p.c. '82	----	----	----	----	----	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I. 69½	69½	69¾	68	67½	67½	----
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F.	94	93	----	----	----	----
" " 2 M.	----	----	----	90	----	----
Mil. and P. du Chien 98	----	90½	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	48½
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	78½	76½	79	79	78¾	----
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	79	----	78	----	79	----
New York Central 89½x	88	88½	87½	87	87	----
Real Estate	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83 93	----	----	----	----	----	----
" " 6s, S.F. '87	92	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" " 1M. 7p.c. '73	----	100	96	----	----	----
" " 2M. 7p.c. '64	----	----	----	----	----	----
" " 3M. 7p.c. '67 93½	----	----	----	----	----	----
North Carolina 6s	----	83	----	82½	----	----
Ohio & Miss. cer. 25½	25⅝	25	----	24½	24½	----
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	----	185	----	----	185	----
Panama	----	----	----	240	----	----
Penn'a Coal Co.	----	----	----	162	----	----
Phila. and Reading 100x	99½	99½	98¾	98	98½	----
Pitts. Ft. W. & Chicago 94x	92¾	93	93	97½	91½	----
" " 1M.	----	----	----	----	----	----
" " 2M.	----	92½	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co. 42	40	40	40½	40	40	40½
St. L., Alton & T. H. 30	30	----	----	----	----	----
" " pref.	58	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Tennessee 6s, 1890 89½	89½	----	----	89½	89½	----
Tol., Wab. & Western	----	----	----	----	----	----
" " Pref.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	----	----	----	----	----	74
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	66	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 7.

	Th.1.	F.2	Sat.3.	M.5.	Tu.6.	W.7
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	93¼	93⅝	94	94¼	----	94⅛
U. S 5s, 10-40s, reg	----	----	----	----	----	----
U. S. 6s, 1881, reg.	----	104	----	----	----	----
U. S. 6s, 1881, cou.	103¾	----	103⅞	104	103⅞	104
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	101¼	----	----	----	----
U. S. 6s, 1867, reg.	----	124	124¼	----	----	----
U. S. 6s, 1868, reg.	120	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	120	----	----	----
U. S. 6s, 1 year certif.	98⅝	98¾	98⅝	98⅝	98⅝	98⅝
U. S. 6s, 5-20s, c. 1864	103	103½	103½	103½	103½	103½
U. S. 6s, 5-20s, c. 1864	102	102	102	102½	102½	102⅝
U. S. 6s, 5-20s, c. 1865	102	----	102½	102⅝	102½	102⅝
U. S. 6s, " reg.	----	----	102½	----	----	102⅝
7.30 Notes, 1st series.	99¼	99⅝	99½	99½	99½	99½
" " 2d series.	99	99½	99½	99½	99½	99½
" " 3d series.	99	99	99	99½	99	99½
American Gold	----	140¼	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 6.

	W.31.	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.
Cattawissa	24	24⅜	24	24	24	----
" preferred	34½	35½	36	35½	35	35½
Camden & Amboy	117x	----	118	121	119½	----
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	84	----	----	----	----	----
" " 6s,'83	----	----	----	----	----	----
" " 6s,'89	----	----	----	----	----	----
" mort. 6s,'89	----	----	----	----	----	----
Ches.& Del.Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	34
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	52½	----	52	52	52¼	52¼
" " 6s, '70	----	----	----	----	----	----
" " 6s, '84	----	----	----	----	----	----
Lehigh Valley R. R.	61¼	60½	61	61	61	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	31⅝	----	32	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	85	----	----	----	----
Minehill	54¼	----	----	----	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	114¼	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	37	37	37½	37	----	38
" " 6s.	83	83¼	83¼	----	----	83¼
" " 10s	----	----	----	----	----	----
Northern Central	44	----	44	----	----	----
Pennsylvania R. R.	55	54⅞	55	55½	56	----
" 1st m.	----	----	----	----	----	----
" 2d m.	----	----	92	----	91	92
Penn. State, 5s	89	86	86	86	86	86
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	98½	----	99	99	----	99
Philadelphia City, 6s	86½	----	86½	----	86¾	87
" " new	91	91	91¼	91⅛	91¼	92¼
Philad., Germ. & Nor.	----	----	54	----	54	----
Phila. & Reading	50	50½	49½	49½	49½	49
" " 6s, '86	----	----	86½	86½	89½	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	29½	30	30	----	29½	----
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	90½	----	----	----	92	----
Schuylkill Navigation	----	22½	----	----	----	23½
" " pref.	----	28¾	----	29½	30	30
" " 6s '82	----	----	----	----	----	75½
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	82	----	----	83	----
Susq. Canal	10½	12½	15	13½	14½	----
" " 6s '78	50	53	55	53	56	----
Union Canal, pref.	3	5	5	5½	6	----
" " 6s '83	----	----	25	25½	26	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	35	36	37¼	36½	36½	35⅞
Chestnut & Wal. "	----	----	----	----	----	51½
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	71½	----
Spruce & Pine, "	36	35	35	----	35	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 6.

	W.31.	Th.1.	F.2	Sat.3.	M.5.	Tu.6
Baltimore City 6s, 1875	----	----	100½	----	----	----
" " 1886	----	----	99	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	100½	100	100¾	----	101	101
Balt. and Ohio	112½	----	----	----	----	112½
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	97½	----	----	----	----	98
Northern Central	----	----	----	----	----	----
" " b'ds, '85	----	----	----	----	----	----
" " " 95	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	18

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 7.

	Th. 1	F.2.	Sat.3.	M.5.	Tu.6.	W.7
Boston and Lowell	----	----	----	----	----	95
Boston and Maine	----	----	----	----	118¾	----
Boston and Providence	127½	----	----	----	----	----
Boston and Worcest.	----	----	----	130½	131	----
Cheshire, pref.	45½	----	----	----	45	45
Concord	----	----	60½	----	----	----
Connecticut River	----	----	103¾	103	----	103
Eastern, Mass.	99½	----	99½	----	99½	99½
Eastern, N. H.	----	----	----	----	99½	98¾
Fitchburg	----	----	106½	106¾	----	----
Manchester & Lawr'ce	----	----	----	106¼	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	91½	----	91½	----	----	----
Old Colony and Fall R.	100½	----	100⅛	100½	100½	101
Ph., Wil. & Baltimore	56½	56½	56½	55½	56	55⅝
Portl'd, Saco & Ports.	----	----	95½	----	----	95⅝
Vermont & Canada	96	----	----	----	----	----
Vermont & Mass.	----	----	39¾	----	----	----
Western	----	----	----	----	----	137¾
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	----
Metropolitan "	----	47½	47	----	----	----
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	27	26⅞	27	27	26¾	26⅝
Franklin "	38	37½	37¾	----	37	----
Huron "	----	----	----	----	37	----
Isle Royale "	----	----	14½	----	----	----
National "	19¾	----	----	----	----	----
Minnesota "	----	----	17	----	----	----
Pewabic "	36¾	36	----	----	----	----
Pittsburg "	----	----	----	----	----	----
Quincy "	56½	56½	55	----	53½	54
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 19th of January:

United States 6s, 1881	—	to	—
Do. 5s, 1874	—	"	—
Do. 6s, 5-20s, 1882	65¾	"	66½
Virginia State 5s	48	"	52
Do. 6 per cent.	40	"	42
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	76	"	78
Do., 2d mort., 1881	75	"	77
Pennsylvania, 1st mort., 1877	78	"	80
Do., 2d mort., 1882	73	"	75
Erie shares, $100 (all paid)	57¼	"	57¾
Do., 7s, preference	—	"	—
Do., 7s, 1st mort., 1867	—		—
Do., 7s, 2d mort., 1879	—	"	—
Do., 7s, 3d mort., 1883	—	"	—
Do., 7s, 4th mort.	—	"	—
Do., 7s, 5th mort.	—	"	—
Illinois Central 6s, 1875	80	"	82
Illinois Central 7s, 1875	65	"	70
Do. do. $100 shares, all paid	76	"	76½
Marietta and Cincinnati Railroad Bonds	72	"	74
Michigan Central 8s, Convertible, 1869	—	"	—
Do. do. S. F. 1st mort., do., '82 x. c.	—	"	—
Michigan S. and N. Indiana 7s, S. F., 1885	—	"	—
Do. do. do. $100 shares.	—	"	—
New York Central 6s, S. F., 1883	—	"	—
Do. do. 7s, 1864	—	"	—
Do. do. 7s, S. F., 1876	—	"	—
Do. do. 7s, Convertible, 1876	—	"	—
Do. do. $100 shares	—	"	—
Panama, 1st mortgage 7s, 1865	—	"	—
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	—	"	—
Do. 2d mort., 6s, do.	83	"	85
Do. $50 shares	35	"	40
Phil. & Erie, 1st mort., 1881, guar. by P. R. R.	74	"	76

American Railroad Journal.

Saturday, February 10, 1866.

Stock Exchange and Money Market.

It is contended in some influential quarters that the financial prosperity of the people, as distant from that of their nationality, is yet to be endangered by the continuance of the National banking system as established during the administration of Mr. Chase; that the right they have to issue bills guaranteed by the Government, and their currency legalized in the payment of taxes, are a loss to the public; and that, in fact, it would be better to have no notes in circulation but legal tenders, to the exclusion of all other kinds.

This policy would make the Government a banker, and invest it with functions not at all in harmony with the objects of Government. It would make all borrowers and credits subject to its control, and place the whole enterprise of the people at the mercy of the Treasury Department. Besides, how could legal tenders be put in circulation except by the two methods of payment to office holders, and to contractors for supplies? We see no other method by which circulation could be effected. On the other hand, well regulated banks seek the usual outlets of business for their issues, and follow the law of demand and supply. Their accumulated capital, held in properly and conveniently located reservoirs, is let out in streams where they are wanted, and in volumes adequate to the pressure of business necessities. Their numbers also secure competition and fairness; and they are always within the reach of the law and the control of public opinion. In our jndgment, therefore, a well arranged banking system is better for the country than any which can be substituted for it by departmental authority. The financial operations of the Government should be strictly confined to the collection and disbursement of revenues; this is its only legitimate financial employment. Capital, industry and enterprise should be left free to employ themselves unchecked by the policy of the department, and subject to the laws only which regulate commerce, and with the corresponding responsibilities which attach to it. We therefore conclude, that the best thing the Government can do, and what it ought to do, is to withdraw from the business of issuing money, take up its bills as rapidly as possible, and leave this field of operations for that particular class of persons who are best fitted to carry it on. These last, being held to redeem their promises strictly, may be safely left to the management of their own affairs; and will supply all the reasonable demands of trade and circulation. The very number of our National banks, their location and their distribution, are some of their greatest advantages; while a central agency, as at Washington, a Governmental creator and issuer of currency, would be a ponderous machine crushing out of place thousands of commercial centres, and the best marts of the interior.

Meanwhile the country itself is getting into a strong position. We are exporting largely of cotton every week, worth, according to the estimates of sound merchants, $3,500,000 in gold. Our National revenue since 1st June, has been running up to the enormous figures of $500,000,000 per annum; and by a judicious change in excise and duties, it may be swelled to $600,000,000. The expenses and disbursements of the Government may be set down for interest at $150,000,000; current expenses, $100,000,000—with an available balance of $350,000,000, applicable to the debt, and which is certainly margin enough for every possible contingency before us. This estimate is considered a perfectly safe one in commercial circles, and we do not dispute it.

We question whether there is a stronger Government at this moment in its finances than ours; and we have not yet shown our full strength, for nearly one-half the old Union is as yet untaxed and unproductive of revenue for National purposes. And we owe this condition of things to the folly of politics and partizanship. The one great necessity of the country is financial disembarrassment, and a return to a sound currency. To bring this about in the best and earliest way is the declared policy of the Treasury; but that it will if possible be thwarted, there is little doubt;

and much depends on the firmness of the Secretary, a quality in public men of the greatest importance at all times, but especially just now.

We shall therefore continue to trust the Secretary as a man who will not quail before clamor, nor fear interested opposition, when he has a great duty to perform and a great principle to vindicate. Not until a dollar is worth 100 cents shall we have substantial and permanent prosperity.

The report of the Associated Banks for the week ending February 3d, shows an increase in loans of $2,102,546; increase in circulation, $528,-351; a decrease in specie of $2,169,276; in deposits of $4,000,759; and in legal tenders of $1,522,-896. The market however is easy, the rates being very prevalent at 5 and 6 per cent., a striking contrast to those ruling on the British Exchange.

Gold dropped again in the beginning of the week in the face of a considerable demand for customs which are expected to prove large during the present week. There is but little demand for export, as there is cotton enough to remit for all immediate demands; and the probability is, that the supply will be very large at the close of the season.

Our accounts from the planters generally are growing better every day.

Government securities are in good request, there being a healthy demand for them, without excitement. These cannot be *cornered* and made the basis of any street combination, the amounts being too large for the operators to manage. In this respect they are happily beyond the reach of speculation.

Railway shares are still depressed, but as we continue to think, without cause. The principal roads are continually effecting a reduction in expenses, while the earnings keep up to a good figure. It is said that the Western roads are reducing freights with a probability of increased business, and all look forward to large transactions in the spring. We perceive that this conviction is beginning to prevail in the street, a recovery in prices being noticeable early in the week.

Public attention is turned to the action of Congress in regard to the wants of the Treasury, and the propositions before it emanating from that department. One of these, which looks to the possibility of a future foreign loan, has been much discussed. The popular feeling, it must be confessed, is rather against this measure; but there is something to be said in its favor. The State of Massachusetts has found it a good policy to issue 5 per cent. sterling bonds payable abroad, and its 5s are quoted higher than New York 6s. If we are ever to resume specie payments, it may become necessary to obtain large amounts of specie at some one time, just as it was a few years ago when Mr. King, by a personal visit and negotiation abroad, succeeded in getting a supply that enabled our banks to resume. In the present case, the amount wanted may be so large as to make a loan of the kind projected absolutely indispensable. The financiers of Massachusetts seem to agree on the propriety of the measure, after a full experience of the plan for themselves.

It is also believed that the changes recommended by the revenue commission will be considered carefully by Congress, and adopted in many particulars. How far the present Congress will be governed by pure and patriotic feelings remains to be seen, with some apprehension of disappointment. If ever there was a time when every feeling of party should be laid aside, it is now. All our trouble, all our sacrifices, all our blood and treasure will have been wasted, if we are not ready and willing to restore and rebuild our National temple. It is to have the same inhabitants as of old; and it would be pleasant, nay it is indispensable that they shall dwell together in unity. That this is the sentiment of a large majority of the people of the United States we have not the least doubt; and that at the next Congressional election it will most manifestly appear we also do not doubt. The people of this country will not submit to have its prosperity jeoparded by any political arrangements whatever.

Every man who wishes to earn his bread desires to see our institutions as free from all future disturbance as possible; and it is our material interests which underlie our political ones, and for which we make constitutions, and governments, and laws. If these are being continually endangered and disturbed, neither life nor property is safe.

We have had excitement, anxiety and trouble enough for the last four years to answer for a thousand years, and we want no more of them.

All disturbing questions should be laid aside, and our whole energies be directed to the question and the business of recuperation and of peace.

The most important news of the week is that of the determination of the French Government to withdraw its troops from Mexico, and as is stated in order to conciliate American opinions.

Thus happily is removed from us one of the greatest embarrassments in our path. For it cannot be denied that the nation was in a manner pledged to what is called the Monroe doctrine, and in this country as in all others there is a class of persons who are always in favor of disturbance, and have everything to gain by it. Another war would have suited these persons exactly; but the people at large would have been immense sufferers. An increased national debt, perhaps beyond our power to pay, increased taxation, more paper money, and the loss of all our foreign commerce would have been pretty certain events for us to have encountered. But the change in French policy lifts the veil which hung over our future and leaves us free to act, and clear to see, so that if we make any mistakes we shall bring down our misfortunes on ourselves by our own folly. We trust that our public men will appreciate the advantages of our present position, and act accordingly. American securities are advancing abroad and must now maintain that advantage, since peace is once more a settled fact.

The exports from this port for the week ending the 6th, exclusive of specie were $5,917,607, against $4,808,182 the same week last year.

The balance in the Sub-Treasury, after rising to nearly one hundred millions, has been depleted by remittances to Washington, and stood on Tuesday at $86,395,837.

We notice the arrivals of small amounts of specie the past week at this port, viz: from Vera Cruz and Havana $12,000; St. Domingo, 1 package (amount not stated); Bermuda, $3,000; and Belize, $350.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois coupon bonds, 1869, 96: N. Y. State Bounty Loan, 99¾; do., 6s, 1873, 92½; Connecticut 6s, 92; Tennessee 6s, 1868, 88; Ohio 6s, 1881, 95; N. Y. City 6s, 1876, 90; Milwaukee and St. Paul 1st mort., 80; New Jersey R. R. and Transportation Co., 135; Rome and Watertown, 98; Norwich and Worcester, 95; Central R. R. of New Jersey, 114; Pacific Mail scrip., 170; Mariposa pref., 15; Central Coal Co., 41; Butler Coal, 14; Schuylkill Coal, 17¼; Wolf Creek Diamond Coal, 96¾; Maryland Anthracite Coal, 15½; American Coal, 60; Wyoming Valley, 50; Western Union Tel., 55; Union Navigation, 100; Merchants Bank, 110; Merchants Ex. Bank, 105; Bank of Commerce, 105; Am. Ex. Bank, 114; Bank of Republic, 109; Shoe and Leather Bank, 103; Central Bank, 109; 4th National Bank, 97; 1st National Bank, 212; Importers and Traders Bank, 100; 9th National Bank, 108½; North River Bank, 120; Bank of North America, 110.

Philadelphia.—Reading 6s, 1843–'80, 86½; Huntingdon and Broad Top Mt., 19; Union Passenger R. R., 23; 10th and 11th streets R. R., 52½; Girard College R. R., 26; Green Mt. Coal, 4; Swatara Falls Coal, 2; Clinton Coal, 1⅙; St. Nicholas Coal, 8½; Mahanoy Coal, 6⅜; Fulton Coal, 7½; Big Mt. 5¾; Shamokin, 8½ N. Y. and Middle Coal Fields, 7; Buck Mt. Coal 46; Preston Coal, 17½; New Creek Coal, 1⅛; Manufacturers Bank, 31; Bank of North America, 207; 7th National Bank, 93; Corn Planter Oil, 1; Dalzell, 1¾; Excelsior, ⅜; Eldorado, ½; Feeder Dam, ⅝; Junction, 1; McElrath, 1½; Mingo, 2¼; Maple Shade, 4⅜; Ocean, 15¼; Spencer, 2; Sugar Creek, 1⅜; Wm. Penn., ½. The latest quotations are: City 6s, 86½@87¼; do., new, 92½@92⅜; State 5s, 86@86; do., coupon, 86@87½; do., 6s, W. L., 98½@99; Phila., Wil. and Balt., 55⅞; Reading, 49¾@49⅜; do., 6s, 1870, 92@93⅛; do., bonds, 85@86; do., con., 100@107; Camden and Amboy, 119½@119½; Penn. R. R., 55¼@55½; do., 1st mort., 96@97; do., 2d mort., 91@93; Little Schuylkill R. R., 31¾@32; Morris Canal, 72@80; do., pref., 114@116; do., bonds, 90@95; Wyoming Valley Canal, 57½@60; do., 6s, 80@85; Susquehanna Canal, 13@13¼; do., 6s, 55@58; Sch. Nav., 22¾@23; do., pref., 29½@29⅝; do., 6s, 1882, 75½@76½; Union Canal bonds, 28@28¼; Delaware Div. Canal, 35@35¼; do., bonds, 80@84; Elmira and Williamsport, 26@30; do., pref., 35⅛@39½; do., 7s, 1873, 90@95; Lehigh Coal and Navigation, 52⅜@52½; do., bonds, 1870, 86@87½; North Pennsylvania, 37¼@38; do., 6s, 83½@85; Philadelphia and Erie, 29¼@29½; do., 6s, 87@88; Minehill, 54½@54¾; Catawissa, 23¾@24; do., pref., 34¾@34⅞; Lehigh Valley, 60¾@61⅞; do., bonds, 89½@90; Fifth and Sixth streets, (horse,) 40@45; Second and Third, 72@72; West Philadelphia, 65@68; Spruce and Pine, 35@36; Green and Coates, 32½@35; Chestnut and Walnut, 45@51½; Thirteenth and Fifteenth, 32@32; Girard College, 25½@27; Tenth and Eleventh, 50@52½; Norristown, 54@54⅛; Union, 22@26; Hestonville, 34¾@35.

Boston.—Northern (Ogdensburg) 1st mort., 93; do., 2d mort., 37½; Vermont Central 1st mort.,

80; do., 2d mort., 23; Rutland and Burlington 1st mort., 73½; do., 2d mort., 23½; N. Y. and Boston Air Line 6s, 30⅜; Mad River and Lake Erie 6s, 67¾; South Shore R. R., 6s, 1831, 89¾; Boston, Hartford and Erie 7s, 52@53¼; Vermont and Massachusetts 6s, 90; Ogdensburg and Lake Champlain R. R., 23½; Conn. and Pass. Riv. pref., 80; Boston, Concord and Montreal pref., 60; Sandusky, Dayton and Cin., pref., 26; Connecticut 6s, 1882, 93; Rhode Island 6s, 1882, 93; Massachusetts 5s, 1894, gold, 93¾; do., 1871@1873, gold, 107; Maine State 6s, 1882, 95½; St. Louis 6s, 1879@1881, 85½@85¾; Boston 5s, 95; do., 1868, gold, 117; Chicago 7s, 1884, 92½; Cambridge 6s, 1893, 93; do., 1875, 95; Bangor 6s, 89; Boston Water Power Co., 23¼; Union S. S. Co., 93¾; Cary Imp. Co., 8; New England Coal, 53; Lackawanna Coal, 10; Mt. Pleasant Coal, 28½; Mammoth Vein Coal, 6¾; Bear Valley, etc., Coal, 14; Colorado Gold, 4⅝; Excelsior Gold, pref., 11; Chelsea Gas, 94½; Bank of North America, 100½; Eagle Bank, 110¾; Merchants Bank, 110½; Exchange Bank, 128; New England Bank, 114¼; 2d National Bank, 141¼; Eliot Bank, 112⅜; Continental Bank, 104¾; Tremont Bank, 113¼; Atlas Bank, 107¾; Bunker Hill Bank, 110¼; Howard Bank, 100¼; State Bank, 106½; Webster Bank, 106½; Albany and Boston Mining Co., 14; Boston, 50c.; Bay State, 9½; Canada, 75c.; Concord, 3¼; Great Western, 50c.; Hancock, 14⅛; Humbolt, 4¾; Petherick, 1⅞; Phœnix, 10; Superior, 2⅝.

Baltimore.—N. W. Va. 3d mort. guar., 91; do., unendorsed, 17; Marietta and Cincinnati bonds, 85⅝; Bare Hill Mining Co., 1.10; Mineral Hill, 0.40; Springfield, 0.70; Liberty, 0.85; Atlantic Coal, 1.05; Maryland Anthracite, 13½; Penn. Oil, 0.61; National Express Co., 8½; 3d National Bank, 10½; Bank of Commerce, 27; Howard Bank, 12; Franklin Bank, 12; Peoples Bank, 20; Western Bank, 25½. The latest quotations are: Balt. and Ohio, 112½@113; do., 6s, 1867, 97¼@97½; do., 1875, 97@98; do., 1880, 97@98; do., 1885, 98@99; Northern Central, 43@44¾; do., bonds, 1885, 84@85; N. W. Va. 1st mort., 1873, 97@97½; do., 2d mort., 93@98; do., 3d mort., 93@98; Marietta and Cincinnati 7s, 1891, 82@82¼; Central Ohio 1st mort., 80@84½; Western Md. bonds, 77@79; do., guar., 97¼@100; Maryland 6s, coupon, 1870, 100@101½; do., Ins., 101@101½; do., 1890, 100@101; Baltimore 6s, 1870, 97@97½; do., 1873, 96@98; do., 1875, 100½@100½; do., 1886, 98@99¼; do., 1890, 100¾@100¾; do., coupon, 100@100⅜; do., Park, 101½@101½; do., 5s, 1838–'70, 83@83; City Passenger R. R., 17¾@18½; Canton Co. 43½@44; Gardner, 0.80@0.90; Gas Coal, 0.60@0.60; Maryland, 0.35@0.40; North State, 0.10@0.40; Springfield, 0.55@0.70; George's Creek, 106@120; Santa Clara, 9@10; Balt. Chrome, 0.50@0.55; Bare Hill, 1.05@1.10; Atlantic Coal, 1.00@1.10; Mineral Hill, 0.65@0.75; Baltimore Coal, 150@200.

Pacific and Central American Coast Trade.

We call the attention of our readers to the advertisement in another column of WELLS, FARGO & Co., the sole freight agents of the Pacific Mail Steamship Company, who are receiving and forwarding with dispatch, and at greatly reduced rates, all kinds of goods destined for the Pacific and Central American Coasts. Office 84 Broadway.

The City of Montreal.

We give in another part of this week's issue a very interesting analysis of the report of the Montreal Board of Trade for the year 1865. The character and proceedings of this Board entitle it to high consideration. Its members are first class merchants, move admirably in concert, are quick to perceive and prompt to carry out measures of a favorable commercial tendency; and their reports, and official papers generally, are of a very superior order.

We therefore always give room for the results of the Trade and Commerce of Montreal made up with care, as they furnish valuable data by which many important questions may be weighed and considered, just at this moment. Montreal occupies a peculiar position. It is about to lose its advantages whatever they have been, under the Reciprocity treaty, which will expire in March next. Whether this is a real or only a temporary evil remains to be seen.

Montreal has wonderfully prospered within a few years past. In 1851 its population was 57,715. In 1861 it had become 101,982, and is now estimated at 120,000. Its position gives it an outlet to the Ocean, an artificial connection with all the lakes for steamers of a large size, and it to a certain extent commands the trade of Lake Champlain and the Canal of that name, with the Northern trade dependent upon them. It has magnificent stone wharves such as no other city in America possesses; and an improved channel for incoming sea vessels, of about the same depth as that on our own bar at Sandy Hook. Under the influence and example of eminently wise and persevering merchants and public men such as John Young, and others like him, Montreal now stands where she does.

It is admitted that the business of Canada for the last year has been unusually prosperous and profitable, the crops have been more than abundant, and have been turned into money at remunerating prices. Canada has been thronged with American buyers who have followed up the holders of property to their own doors, shops and granaries. Thus it is stated in the report alluded to, that two-thirds of the whole products of Canada have been sold and exported to the United States during the past year. This is an admission which shows at a glance what the future of Canada may be or may not be. The natural market of the province is undoubtedly the United States. If the loss of the Treaty is to be attended with a loss of this great and convenient market, no possible compensation can be had by any attempts in any other direction. The agencies dispatched to Brazil, to the West Indies or any where else, may draw what hopes they please of a future remunerating foreign commerce for Canada, to replace that lost in the United States, but it will be entirely a baseless fabric. The immense amount of American business i also appears fro m this report, gave large employment to the Banks of Canada which had an active circulation on the 31st December last of $13,388,598 which in 1864 was but $8,947,721. The Banks of Montreal furnished alone half this amount.

The report states one curious fact in relation to this trade, which is quite apropos of the discussion of the influence and tendency of paper currency. This is, that goods in Canada were relatively and actually so cheap, that the Americans could turn their currency into gold, expend it in Canada in purchasing goods, and then resell them at a profit in the United States. This is an explanation as well, of the large increase of our foreign imports. Gold has been the cheapest commodity in our market for the last year. The ridiculous prices asked in paper for the commonest necessaries of life have been several hundred per cent. above their real and normal value by the gold standard. And there is a large class of operators who wish to keep up this state of things not only in Canada but the United States.

The report gives us a very good idea of the ocean commerce of Montreal, but it shows just as clearly that the transit of Lake vessels to the sea by the St. Lawrence is as yet of no account. But nine went to sea the past year, though as many as twenty did so, the year previous. The navigation of the St. Lawrence has been held up for years as a bug bear, to compel the State of New York to enlarge the Erie Canal; but the fact is, it is in no way a rival to our great work, and never can be. The Canadians understand this perfectly, and propose other outlets. Should the canals of Canada ever be enlarged to the greatest extent proposed the St. Lawrence would never endanger the value of the Erie Canal, as may be easily demonstrated.

It is thought that the future of Montreal will depend on its being made a free port; that this done it will command all the business of the Lake ports for foreign merchandize, which can be afforded much below the cost ruling in New York, where the charges are increased by the variety of interests attaching to every import, with corresponding commissions. All these may be saved and avoided by the Western merchants by a single transaction at Montreal. The duty will be the same to the consumer whether the goods are landed at Chicago, direct, or at New York to be transferred to Chicago, but the manipulations will be very different. Montreal as a free port is very likely then to compete with New York for the Western traffic, and it is quite possible that in this character she may suddenly rise to a grandeur of which as yet we have no clear conception.

C. Powell, Green & Co.

We invite attention to the advertisement of this firm in another column. This new house has been established in the banking business at No. 38 Broad street, N. Y., and will give their prompt attention to the purchase and sale of stocks, bonds, Government securities, etc.

Hatch & Phelps.

The advertisement of this new banking house is given in another column. These gentlemen have established themselves as Bankers, Brokers and General Purchasing Agents at No. 9 Wall street. Mr. Hatch has been for twenty years cashier of the Mechanics Bank, Augusta, Ga., and Mr. Phelps has been for six years agent and cashier of the Southern Express Co. Their references are to the very best houses in this and other cities, as well as to the leading banks, express companies, etc.

Kent County (Md.) Railroad.

The location of this road has been permanently fixed upon by the Legislature of Delaware. It will run from Smyrna to Chestertown, and from there to the bay.

Railroad Earnings.--Weekly.

The traffic of the Great Western Railway for the week ending Feb. 2, 1866, was as follows:

Passengers	$23,420 43
Freight and live stock	35,033 44
Mails and sundries	1,828 49
Total	$60,282 36
Corresponding week of 1865	51,673 42
Increase	$8,608 93

The earnings of the Michigan Southern and Northern Indiana Road for the 4th week in Jan., 1866, were $106,862 00
Corresponding week of 1865 ..... 111,112 00

Decrease $4,249 00

The earnings of the Chicago and Rock Island Railroad for the 4th week in January, 1866, were $69,704 00
Corresponding week of previous year.. 57,948 00

Increase $11,756 00

The month shows a loss of $55,980.

The earnings of the Chicago and Northwestern Railway for the fourth week in January, 1866, were $160,589 49
Corresponding week of previous year. 150,647 27

Increase $9,942 22

The earnings of the Grand Trunk Railway for the week ending Jan. 27, 1866, were:

Passengers	$26,081 00
Express, freight, mails and sundries	4,750 00
Freight and live stock	84,584 00
Total	$115,415 00
Corresponding week, 1865	98,557 00
Increase	$16,858 00

The earnings of the Western Union Railroad, for the week ending Jan. 31, 1866:

	1866.	1865.
From freight	$12,145 83	$7,480 41
" passengers	3,200 90	2,988 25
" express	346 22	228 00
" mail	296 58	296 58
Total	$15,989 53	$10,993 24

Receipts from Jan. 1, to Jan. 31:

1866	$45,101 64
1865	43,715 73
Increase	$1,385 91

The Mauritius Railways.

Two sections of the system of railways in course of construction in the Mauritius have now been completed and opened for traffic—viz., the Northern and Midland. With the exception of some trifling additions required to complete the terminal works in Port Louis, the whole undertaking is now complete. The traffic upon the line is reported to be highly satisfactory, and considerably in advance of the expectations which had been formed. The Northern line is 36½ miles, the Midland 34 miles long. The estimated cost of the whole system was £1,300,000. Of this sum £600,000 has been raised by loan, on debentures of 7 per cent., in this country. A sum of £300,000 of accumulated surplus of the colony was also applied to the cost of the railways. A further sum of £400,000 was authorized to be raised by loans on debentures. Of this sum the Crown Agents for the colonies are offering £100,000. The security offered is most undoubted. It is, in fact, a twofold one—the railway itself, and the general revenue of the colony. There is probably not one of the British colonies which at the present time is in a more prosperous condition than the Maurities. The quantity of sugar produced in the island is enormous, and the value of its trade exceeds £5,000,000 per annum, or much larger than the trade of some of the States of Europe. The engineer to the line is Mr. Hawkshaw, and the contractors are Messrs. Brassy and Wythes. The works have been constructed in a thoroughly sound and substantial manner.—*Railway News.*

Journal of Railroad Law.

RIGHTS OF FOOT PASSENGERS.—WHAT IS PRUDENCE IN CROSSING STREETS.

In a very late case decided by the Superior Court of this city, (Ann Baxter *vs.* The Second Avenue Railroad Company,) the questions of negligence, and of the amount of care and prudence required of a person in crossing a public street, are very ably discussed. The opinion is by

MONELL, J.—In an action to recover damages for an injury to the person, occasioned by the negligent act of another, the plaintiff must be free from any fault which may have contributed to the injury. I had occasion, in writing the opinion in Williams *vs.* O'Keefe, (9 Bosw., 536,) to state the result of all the cases on this subject. In one case only do I find any attempt to define the nature or quality of negligence, (Wilds *vs.* Hudson River Railroad Co., 24 N. Y. R., 430,) and in that case, a distinction, which some of the cases have made, between gross negligence and common care or prudence, is rejected as inapplicable to actions for personal injuries. It is undoubtedly correct to say there are no degrees in negligence, for whether it be great or small, if it can be seen that in any measure, without it, the injury would not have happened, there can be no recovery. We are nowhere given the criteria or essence of negligence, nor can any be given. There are so many different elements which of necessity must enter into it, and vary it, that no general principle can be established.

It is prudent for a man possessed of all his senses and faculties to do many things it would be highly imprudent for a person deaf, or blind, or lame to perform. An adult may go in safety, where an infant of tender years would be exposed to great peril.

In all cases, therefore, whether a want of care is imputable to a person, must always depend upon facts which in each case essentially determine the question. Courts never decide what is, or is not abstract negligence. They sometimes put a construction upon the evidence intended to establish it, and say that the verdict of a jury is not or would not be supported by it, but they do nothing more.

In getting at some rule, general as far as may be, of what would be negligence or want of proper care, neither of the extremes can be adopted. One man with a high degree of caution will avoid the possibility of danger. Another more reckless or confident will rush into any kind of peril. Hence it is that the medium of the two extremes will come nearer to, and conform closer with common sense and justice. What would persons ordinarily do under the circumstances? How would most persons act? Not the most prudent, nor the least careful, but what amount of care would the majority of persons exercise?

In the case before us, the exception to the charge was, in limiting the plaintiffs negligence to "a want of common ordinary care or prudence."

What amount of care or prudence is required of a person crossing a public street? If more than ordinary care, then what standard shall we adopt? We cannot require the highest degree of caution, nor can we admit the lowest. Therefore the common or ordinary degree embraces the middle and only safe standard.

In Munger *vs.* Tonawanda Railroad Company (4 N. Y. R., 349,) it is said (page 358,) "the result might have been avoided by the exercise of ordinary care on the part of the defendants." Again "a person injured by an obstruction placed unlawfully on a highway, has been denied a right of action for damages where it appeared that he had failed to use ordinary care." The cases cited in the opinion in Wilds *vs.* Hudson Railroad River Co., *Supra*, all use the same or equivalent words. In Tose *vs.* Town of Glastenbury, (29 Conn., R., 208,) the rule is said to be that the party injured must have acted with ordinary prudence, and in Gahagan *vs.* B. & L. R. R. Co., (1 Allen, Mass., 187,) it is affirmed that the party must be in the exercise of due care.

In Johnson *vs.* Hudson Railroad River Co., (20 N. Y. R., 65,) the Court say, (p. 76,) the party "must have conducted with ordinary care and prudence."

The charge of the Judge to the jury was therefore, strictly in conformity with authority, and it seems to me also in conformity with common sense. Had he attempted to form any standard of negligence he must have failed, or run into the error of requiring a greater or less degree of care and prudence than is observed by mankind in general.

There was no error, therefore in the charge. The refusal to charge as requested, and the motion for a non-suit, involve the consideration of other propositions.

The motion for a non-suit was on the ground that the verdict was owing to the plaintiffs imprudence and negligence.

A party seeking redress for personal injuries must satisfy the jury that there was no fault imputable to him; and unless the evidence of negligence is of such a nature as to require the reversal of a verdict if found against it, it would be improper to take the question from the jury. (Johnson *vs.* Hudson River Railroad Co.; Williams *vs.* O'Keefe, *ubi Sup.;* Wilds *vs.* Hudson River Railroad Company, 29 N. Y. R., 315.)

The plaintiff was a woman of fifty-four years of age, healthy, and in possession of all her limbs and senses; she had with her a grocer's basket which was not heavy. It was midday and a clear day. There was a little snow and a great deal of ice on the ground. She had passed down on the east side of the avenue from Thirty-fourth street to the lower side of Thirty-first street, where she attempted to cross on the cross way. As she began to cross she looked and saw a four horse car coming up the hill, (the grade being ascending;) she felt perfectly sure she could cross with safety. The car was then above the upper side of Thirty-first street, about half way the block between Thirty-first and Thirty-second streets; she looked long enough to make up her mind it was safe to cross, and concluded the horses were so far off she could safely do so; in crossing, her heel caught in the westerly rail of the easterly track; it took her whole strength to extricate her foot; in pulling her foot out the iron sprang up, and pitched her over upon the westerly track, and

it being slippery she fell; before she could recover herself the horses and car were upon her.

The only negligence that can be charged to the plaintiff is, in attempting to cross the avenue while the defendants' horse car was ascending a grade, nearly two hundred feet away. The catching the foot in the rail, and subsequent falling were accidents.

There was ample time to cross; the car was distant, and she had the free use of her limbs. In considering the matter, time was the important thing. She could not anticipate what befel her before the car was upon her, and she felt sure there was time sufficient for her to reach the opposite side in safety.

And such I think would have been the reasoning and conclusion of any person.

Had she not fallen on the track she would undoubtedly have escaped the peril that was upon her.

Upon all the facts, I am clear that the plaintiff was justified in attempting to cross the street, and that the motion for a non-suit was properly overruled. (Brown *vs.* the N. Y. C. R. R., 32, N. Y. R., 597.)

The request to charge is involved in the question I have been discussing. The Judge was desired to charge the jury, "that if there was danger of the plaintiff's slipping or falling, while crossing in front of the car, she ought not to have attempted to cross till after the car had passed."

There is always more or less danger of slipping on ice, but the sure-footed seldom fall. I do not however, think, that for any reason suggested in the request to charge the plaintiff was bound to await the passage of the defendant's car. It was snow ice, which at most is never smooth, and under the facts of the case no jury would be justified in a verdict against the plaintiff on any such ground.

The proposition of the appellants' counsel in its scope and meaning, comes to this; that a foot passenger has no right upon a public street, as against a railroad corporation. And I regret to say that such seems to be practically the belief of drivers of most public conveyances, and of many private vehicles.

There is often a reckless disregard of human limbs and life; and pedestrians are compelled at the peril of broken bones or death itself, to keep out of the way. The right to travel upon a street or highway is common to all. They do not belong exclusively to the drivers of vehicles. Foot passengers have the right to walk upon them; and except for the greater difficulty of guiding and arresting the progress of vehicles, it is, as a matter of law, as much the duty of the vehicles to keep out of the way of the foot passengers, as it is for the latter to escape being run over by the former.

The use of the streets of cities and villages and of highways for railroads is allowed, only because it is considered not to be a substantial interference with their free and unobstructed use as highways for passage. So long therefore as there is no interference with the public right of passage, railroads are lawful structures. But if operated upon the theory of exclusive right to their track, they become usurpers and wrong-doers.

I make these observations that the practice of drivers, not of railroad cars only, but of omnibuses, carts, express wagons, &c., of disregarding the rights of foot passengers may, if possible be checked.

In our over crowded city it is of vital importance that the greatest caution and care should be observed by the drivers of all kinds of vehicles. It is to the drivers we must look for a remedy for this great and growing danger. The railroad companies and the omnibus proprietors cannot control their servants, and are not therefore morally responsible for their acts.

The request to charge was properly overruled. If there was time for the plaintiff to pass I do not think she was bound to wait, even though there may have been danger of slipping or falling, until the car passed.

Not having discovered any error in the trial, I am in favor of affirming the judgment and order.

Receipt and Consumption of Coffee.

The following from the *N. Y. Shipping and Commercial List*, shows the total receipts of coffee at all the ports, from Foreign countries, with the annual consumption in the United States, for the last ten years:

	Receipts.	Consumption.
1865 ..... lb	133,574,397	128,146,356
1864	145,304,957	109,086,703
1863	75,269,417	79,719,641
1862	98,558,680	88,989,911
1861	182,244,627	187,045,786
1860	185,779,689	177,111,922
1859	248,527,306	222,610,300
1858	227,656,186	251,255,099
1857	217,871,839	172,565,934
1856	230,913,150	218,225,490

For an article of such general use, an interest may be felt in regard to the sources from which the supplies are furnished, and we herewith insert the import table of New York, which comes within a million six hundred thousand pounds of the entire amount:

From Brazil	93,510,912
St. Domingo	4,480,710
Java and Sumatra	178,056
Singapore	9,070
Manilla	154,613
Ceylon	1,039,360
Maracaibo	3,435,636
Laguayra and Port Cabello	1,811,370
Jamaica	1,332,210
Cuba	1,143,105
Porto Rico	249,515
Bolivar City	74,140
Costa Rica and New Grenada	291,760
Rotterdam	770,530
Other ports in Europe	4,242,300
Other foreign ports	255,630
Total direct	112,978,917

Milwaukee & Northern Illinois R. R.

This company was organized at Milwaukee on the 27th ult., by the election of the following gentlemen as a Board of Trustees: Edward Roddis, Lester Sexton, John Plankinton, Giudo Pfister, John Nazro, J. H. Van Dyke, Philo Belden, E. D. Holton and R. W. Pierce. The arrangements for the construction of this road are such, as to warrant the assurance that it will be completed during the present year. At Savanna it will form a connection with an important railway through Southern Iowa. It is understood that the Racine and Mississippi railroad will form such a connection with this road, as will make it a great trunk line to Southern Iowa and Central Illinois. The length of line to be built is about thirty miles.

Lawrence Railroad.

This road is the connecting link between the New Castle and Beaver Valley Road at Mahoningtown, and the Cleveland and Mahoning road, two miles East of Youngstown. The whole length of the road is 16 miles. On its completion, of which six miles of track only remains to be laid, a continuous railroad will be had from Pittsburg to Cleveland *via* the Mahoning Valley and Youngstown. The distance by this route between the two cities is 133 miles, which the Chief Engineer G. W. Darley, Esq., says is the shortest route that can be obtained, and of the easiest grade.

Shipments of Iron Ore from Lake Superior.

The shipments of iron ore from the several Lake Superior companies during the year 1865 were 178,708 gross tons, against 248,000 gross tons in 1864, being a decrease of 69,292 tons. The receipts over the Bay de Nocquet and Marquette railway for 1865 were 170,912 gross tons. The products of the New York and Iron Cliff mines were nearly all shipped by way of Escanaba, Green Bay. The furnace product of pig iron was as follows:

Furnaces:	Gross tons.
Morgan, for year ending Dec. 1st	3,724
Northern " "	3,045
Bancroft " "	1,045
Collinsville " "	1,471
Greenwood, May 1st to December 1st	1,530
Total	11,674
Total product, 1864	12,951

Montreal and Vermont Junction Railway.

A meeting of the Directors of this railway was held at Stanbridge on the 25th ult., when the Hon. P. H. Moore was elected President of the Board, the Hon. G. Gregory Smith, Vice President, and J. C. Baker, Esq., Secretary and Treasurer. The Hons. J. G. Smith, Joseph Clark and A. B. Foster were also elected Managing Directors.

The Patuxent Railroad.

The Maryland Legislature has passed a bill to incorporate a company to construct a railroad from Washington to Point Lookout. This enterprise seems to attract considerable attention in Prince George's, St. Mary's, Charles and Calvert Counties. The St. Mary's *Gazette* is in favor of the county subscribing at once for $50,000 of the stock of the company.

☞ The depot of the Alleghany Valley Railroad at Laurenceville, near Pittsburg, including the round house, carpenter shop, engine shop and blacksmith shop, with eleven locomotives, was totally destroyed by fire on the 5th inst.. There is no insurance, and the loss is very heavy.

☞ The Montreal Board of Trade have resolved that no adequate means exist enabling Canada to compete with the Erie Canal, and that the Welland Canal must be enlarged, the Great Lawrence locks lengthened and deepened, and a new canal built between Lake Champlain and the St. Lawrence.

☞ The Philadelphia and Reading Railroad Company have leased the Branch Union Canal from the Big Dam to Pinegrove, and the canal Company's road from Pinegrove to the Swatara Junction. This insures the construction of a railroad from Lebanon to Pinegrove, and the improvement and enlargement of the Union Canal for a tonnage of 125 tons.

New Jersey War Debt.

The entire debt of New Jersey on war account, on the 30th of November, 1865, was as follows, viz:

State bonds issued during the last fiscal year	$271,800
Previously issued	2,599,600
Amount of bonds issued from commencem't of the war to Nov. 30, 1865	$2,871,400
Add loan from State fund for war purposes, loans from Banks, &c.	370,319
Amount of bonds issued and debts unpaid up to Nov. 30, 1865	3,241,719
From above deduct bonds due Jan. 1, 1865, and redeemed by Commissioners of sinking fund	99,600
Liabilities of war fund Nov. 30, 1865	$3,142,119
Toward paying the above debt, there was in sinking fund on Nov. 30, 1865, not needed to pay interest	324,000
War debt, Nov. 30, 1865	$2,818,119

Debt of Michigan.

The indebtedness of this State, according to the recent report of the State Treasurer made to the Legislature, is as follows:

	Int.	Due.	Amount.
Renewal loan bonds	6	1878	$216,000 00
Two million loan bonds	7	1868	250,000 00
" "	6	1873	500,000 00
" "	6	1876	500,000 00
" "	6	1883	750,000 00
St. Marie Canal Bonds	6	1873	100,000 00
War Loan Bonds	7	1886	1,122,000 00
War Bounty Loan Bonds	7	1890	345,000 00
Total funded debt			$3,783,000 00
Adjusted bonds, past due			$4,000 00
Full paid $5,000,000 loan bonds, past due			12,000 00
War loan bonds ($100 and $50) called in			400 00
Unrecognized $5,000,000 loan bonds, $140,000 adjustable for			80,999 80
Total funded and unfundable debt			$3,880,399 80
TRUST FUND DEBT.			
Primary school fund			$1,444,239 50
University fund			264,871 47
Normal school fund			39,204 23
Railroad deposits			2,157 32
Total liabilities			$5,330,872 32

Consumption of Molasses.

The consumption of Domestic and Foreign Molasses, in the United States, for the last ten years were as follows:

	Gallons.			Gallons.
1865	35,185,038	of which	Foreign	34,335,038
1864	32,410,325	"	"	28,582,325
1863	37,569,088	"	"	26,569,088
1862	62,668,400	"	"	25,650,400
1861	40,191,556	"	"	20,383,556
1860	47,318,877	"	"	28,724,205
1059	54,260,970	"	"	28,293,210
1858	45,169,164	"	"	24,795,374
1857	28,508,784	"	"	23,266,404
1856	39,608,878	"	"	23,014,878

☞ The bill to incorporate the Chesapeake Bay and Potomac Tidewater Canal Company, has passed both houses of the Maryland Legislature, and is now a law. The purpose of this bill is to extend water communication from Cumberland, by way of Washington to a point on the Severn River, twelve miles above Annapolis, thus making the latter place a great depot for the shipment of Maryland coal.

Russian Railways.

The Russian *Invalide* gives the following statistics of Railways in Russia: The lines constructed by the Great Railway company have an aggregate length of 1,617 wersts (about 1,080 English miles), and cost 169,183,420 silver roubles, thus averaging 104,628 roubles per werst. The Riga and Dunaburg Railway (204 wersts long) cost 13,561,231 roubles, or 66,476 roubles per werst. The Moscow and Ryasan Railway (185 wersts in length) cost 15,000,000 roubles, or 81,081 roubles per werst. And finally the railway connecting the Wolga with the river Don (73 wersts in length) cost 4,591,748 roubles, or 62,240 roubles per werst.

☞ The completion of the bridge of the Adirondack Railroad Company across the Saconda was celebrated at Luzerne, on the 2d inst. This bridge, Howe's Patent Truss, is ninety-eight feet from the water, and spans a chasm five hundred and seventy feet wide. It was commenced the 15th of November last, and completed February 1st. The builder is Mr. H. L. Lacey.

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July 19th, 1865.

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COUPONS DUE FEB. 1, 1866, FROM THE BONDS of the "Chicago and Northwestern Railway Company" and the "Galena and Chicago Union Railroad Company," will be paid on and after that date, on presentation at this office.

JAMES R. YOUNG, Secretary.

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THE NEW YORK CENTRAL RAILROAD CO., TREASURER'S OFFICE, ALBANY, Jan. 20, 1866.

TWENTY-FIFTH SEMI-ANNUAL DIVIDEND.—The Directors of this company have declared a Semi-Annual Dividend of Three Per Cent. on the capital stock thereof, free of the United States Income Tax, payable on the 20th day of February next.

Dividends in New York will be paid at the office of Duncan, Sherman & Co.; in Albany, at the Albany City Bank.

The transfer-books will be closed at the close of business on Wednesday, the 31st day of January inst., and reopened on the morning of Friday, the 23d day of February next. E. D. WORCESTER, Treasurer.

Jo C. Clayton,

Attorney at Law, Advocate in Patent Cases. Established 1854. Washington, D. C.

Car Duck. Hemp Packing.

HEAVY 4 Ply Fitchburg Duck 100 to 140 inches wide.

BEST HACKLED HEMP PACKING.

For sale by

WILLIAMS & PAGE, Boston.

OFFICE OF
THE NORRIS LOCOMOTIVE WORKS,
LANCASTER, PENNA.

These Works have large facilities for Manufacturing LOCOMOTIVE ENGINES, which is their **exclusive business.**

Their COAL-BURNING ENGINES are of JAS. MILLHOLLAND'S plan, and are the **only successful** Coal-Burning Engines made.

PASSENGER OR FREIGHT ENGINES built on this plan with Cylinders 12 to 20 inches diameter, either with 8 or 10 wheels—on Trucks or Combined Wheels.

WOOD-BURNING ENGINES, with Cylinders 12 to 20 inches diameter—either **Passenger or Freight,** with 8 or 10 wheels.

TANK ENGINES, 9 to 14 inch Cylinders, Tank over Boiler or on Engine Frames.

FORGED WORK, either in Shapes or Axles or Shafts.

ENGINES DELIVERED IN 60 DAYS FROM ORDER.

UNITED STATES
STEEL PEN WORKS,
FACTORY, CAMDEN, N. J.

R. ESTERBROOK & CO.,

Steel Pen Manufacturers,

WAREHOUSES, { 403 ARCH ST., Philadelphia. 42 JOHN ST., New York.

Samples and prices on application. Lots made to order of any pattern or stamp required.

CAUTION.

These Pens are of genuine American manufacture, and equal in finish, elasticity, and fineness of point to the best imported. They are, therefore, sure to gain the confidence of the American public. The fac-simile of our signature is sufficient security against foreign imitation.

R. ESTERBROOK & CO.

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GEO. GOODYEAR, New Haven, Ct.
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REFERENCES.

HON. JOHN J. CISCO, late Assistant U. S. Treasurer.
JACOB RUSSELL, Esq., Cashier U. S. Treasury.
H. T. MORGAN, Esq., (of H. T. Morgan & Co.,) New York.
HON. ERASTUS CORNING, Albany, N. Y.
A. B. JOHNSON, Esq., Utica, N. Y.
JAY COOKE & Co., Washington.

NOTICE TO CONTRACTORS.

RAILWAY CONTRACTORS are invited to submit to GEORGE M. BRAGGIOTTI, 117 Pearl Street, New York, Agents for Messrs. BELLOT DES MINIERES BROTHERS & Co., of Bordeaux, France, between now and the 15th of February next, proposals for the completion of the grading, bridging, &c., of the **AMERICAN CENTRAL RAILWAY OF ILLINOIS,** about 190 miles in length, from the City of New Boston, on the Mississippi River, to the Eastern Illinois State Line in the direction of Fort Wayne, Indiana. Contracts will be granted in Sections, and proposals must be accompanied with first class references as to competency, otherwise they will not be considered. For further particulars apply to the Chief Engineer of the Road, at his office in Galva, Henry County, Illinois, where profiles and specifications can also be inspected. 413

HENRY B. SMITH,
(Late with United States Trust Co.)
STOCKS, BONDS, GOLD,
AND
GOVERNMENT SECURITIES
BOUGHT AND SOLD ON COMMISSION.
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DAVID DOWS, Esq., THOS. W. PEARSALL, Esq.
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W. GOODMAN, Mississippi. A. P. MERRILL, JR., New York.

Goodman & Merrill,
COTTON FACTORS
AND
General Commission Merchants.

AGENTS FOR THE PURCHASE, SALE AND LEASE OF COTTON PLANTATIONS,

ALSO FOR THE PURCHASE OF

Railroad Equipment and Supplies.

No. 36 New Street,
NEW YORK.

November 24th, 1865. 3m48

MERCANTILE MUTUAL
INSURANCE COMPANY.
OFFICE, 35 WALL ST., - - NEW YORK.

ASSETS, Jan. 1st, 1866.....$1,366,699

ORGANIZED APRIL, 1844.

Losses paid to Consumers in Cash, over Eighteen Million Dollars.

For the past nine years the cash dividends paid to Stockholders, made from ONE-THIRD of the net profits, has amounted in the aggregate to

One Hundred and Twenty-one and a half per Ct.

Instead of issuing a scrip dividend to dealers, based on the principal that all classes of risk are equally profitable, this Company will hereafter make such cash abatement or discount from the current rates, when premiums are paid, as the general experience of underwriters will warwant, and the net profits remaining at the close of the year will be divided to the stockholders.

This Company continues to make Insurance on Marine and Inland Navigation and Transportation Risks, including Risks on Merchandise of all kinds, Hulls, and Freight, on the most favorable terms.

Policies issued making loss payable in Gold or Currency, at the office in New York; or in Sterling, at the office of Rathbone Bros. & Co., in Liverpool.

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CHAS. NEWCOMB, Vice-President.
C. J. DESPARD, Secretary.

LAWRENCEVILLE
CEMENT COMPANY.
ROSENDALE
HYDRAULIC CEMENT.

This Company Manufacture Hydraulic Cement of a Superior quality at Rosendale, Ulster County, New York.

This Brand of Cement has been extensively used for past years upon Fortifications and Government Works, giving universal satisfaction, meeting the approval of our best Architects, Engineers, Contractors and Builders.

It is put up in substantial barrels made by the company, thoroughly seasoned and well papered, containing 300 lbs. of Cement.

All orders will receive prompt attention.

WM. N. BEACH, Pres't.
94 Wall Street, New York.

PUMPING ENGINES,
Ericsson's Caloric Pumps,

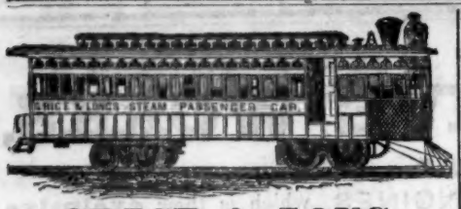
FOR economy, durability, and efficiency unequalled Have been in use on the Erie, Central, Hudson River, Harlem and other roads for eight years. Recommended by all Superintendants in the highest terms.

JAMES A. ROBINSON,
164 Duane St., cor. Hudson, New York.

TO RAILROAD CONTRACTORS.

PARTIES desirous of making a Contract to build a short line of railroad near the City of Richmond, are requested to call at the office of the Springfield and Deep Run Coal Mining Company, 77 Cedar St., New York, for further particulars.

New York, January 24th, 1866. 414



GRICE & LONG,

PATENTEES OF

Steam Passenger Cars,

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Description of Cars,

AND

Engineers & Machinists.

FULTON WORKS,
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CAR WORKS,
TRENTON, NEW JERSEY.
OFFICE,
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SHORTEST LINE TO THE OIL REGIONS,

NEW YORK, WILLIAMSPORT & ERIE LINE,

Via Mauch Chunk.

ONE HOUR AND THIRTY MILES SAVED.

On and after September 25, 1865, trains will leave New York, via

Central Railroad of New Jersey,

FROM FOOT OF LIBERTY STREET, NORTH RIVER,

Daily, except Saturday, 7 P. M. On Sunday 8 P. M.

Cars run through from New York to Erie.

SLEEPING CARS ON ALL TRAINS.

TIME SHORTER, AND FARE AS LOW AS BY ANY OTHER LINE.

☞ Connects at Williamsport with Williamsport and Elmira Railroad, for Elmira, Niagara Falls, &c. At Corry, with Atlantic and Great Western Railroad, and Oil Creek Railroad for Titusville, Shaffer, Franklin, Oil City, &c. And at Erie, with Lake Shore Line, for the West.

Return train leaves Erie at 2.05 P. M., Corry, at 3.50 P. M.; arriving in New York at 12.05 P. M., (noon).

H P. BALDWIN, General Ticket-Agent.

NEW YORK, September 16, 1865.

COOPER & SHERIDAN,

STATIONERS,

AND

BLANK BOOK MANUFACTURERS,

26 Exchange Place,

(Corner William Street,)

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Banks, Merchants and Brokers, and Railroad, Mining and Steamship Companies supplied on favorable terms.

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A. WHITNEY & SONS CAR WHEEL WORKS,

Callowhill & Sixteenth Sts.,

PHILADELPHIA, PENN.,

FURNISH CHILLED WHEELS for Cars, Trucks, and Tenders. CHILLED DRIVING WHEELS and TIRES for Locomotives. ROLLED and HAMMERED AXLES. WHEELS and AXLES FITTED COMPLETE.

Pacific Mail Steamship Company's

THROUGH LINE TO

CALIFORNIA,

And Carrying the U. S. Mail,

LEAVE PIER NO. 42 NORTH RIVER FOOT OF Canal Street, at 12 o'clock noon, on the 1st, 11th and 21st of every month (except when those dates fall on Sunday, and then on the preceding SATURDAY), for ASPINWALL, connecting, via Panama Railroad, with one of the Company's steamships from Panama for SAN FRANCISCO, touching at ACAPULCO.

FEBRUARY.

1st—HENRY CHAUNCEY, connecting with the COLORADO

10th—ATLANTIC, connecting with SACRAMENTO.

21st—NEW YORK, connecting with CONSTITUTION.

Departures of 1st and 21st connect at Panama with steamers for SOUTH PACIFIC PORTS. Those of 1st touch at MANZANILLO.

Through Passage Rates, in Currency.

	First Cabin.	Second Cabin.	Steerage
On steamers	$300	$200	$100

A discount of ONE-FOURTH from steamers' rates allowed to 2d Cabin and Steerage passengers accompanied by their families.

Baggage checked through. One hundred Pounds allowed each adult.

An experienced Surgeon on board. Medicines and attendance free.

For Passage Tickets or further information apply at the Company's ticket office, on the wharf foot of Canal Street, North River.

3m47 F. W. G. BELLOWS, Agent.

FOR CAMDEN DIRECT, via RARITAN AND DELAWARE BAY RAILROAD—Fare $2.00, Excursion Tickets good for 3 days, $3.00.

On and after January 8th, 1866, from Pier 3 North River at 12.25 P. M., Express Line, through to Camden in 5 hours.

Passengers for Barnegat, Tuckerton, Hammonton, Egg Harbor City, &c., will take this train.

At 4.00 P. M. Accommodation Line, arriving in Camden at 11 P. M.

Freight for Camden, Vineland, &c., will be taken at Low Rates. If delivered before 12 o'clock noon, will reach Camden the same night.

J. N. BILLINGS, Agent, Pier No 3.

W. S. SNEDEN, Supt

IMPORTANT TO CONSUMERS OF STEAM.

FUEL ECONOMIZED

AND

POWER OF STEAM INCREASED.

CARVALHO'S

IMPROVED SUPER-HEATER,

Prevents "Priming" in Boilers, and Economizes from 20 to 30 per cent. of the fuel used.

This invention, awarded a **SILVER MEDAL** at the Fair of the American Institute, 1865, **IS SIMPLE IN CONSTRUCTION,** and is easily attached **at small cost** to boilers in use, **OR TO LOCOMOTIVES,** greatly increasing their economy and efficiency. It will furnish pure steam of a moderate temperature for use in engines, or when required, produces, without the least fear of decomposition, highly Super-Heated Steam, for Chemical and Manufacturing purposes, fumigating ships, &c. Persons interested in the use of Steam, are invited to call upon, or address the subscriber, who is the sole Agent for the United States.

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SMITH & SAYRE,

PROPRIETORS AND MANUFACTURERS OF THE

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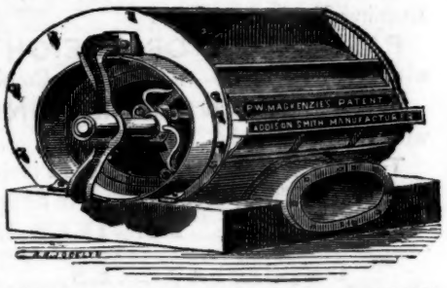

THIS Blower is a Force Blast Machine, compact, durable and requires only one-third the power necessary to drive a Fan Blower. For all purposes where a pressure of Blast is required they are quite equal to cylinders, and can be driven with one-third the power, while their cost is trifling in comparison.

We manufacture these Blowers and Cupolas to melt from 1 to 15 tons Iron per hour. They will save one-quarter to one-half the time required by the old style Cupola, and from 25 to 33 per cent. of coal. Address

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Washington Iron Works,

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ORDERS SOLICITED FOR ALL DESCRIPTIONS OF

RAILROAD CARS.

PASSENGER, BAGGAGE, MERCHANDISE, FLAT BOTTOM, GONDOLA, COAL & ORE CARS.

We also manufacture MARINE, STATIONARY and PORTABLE STEAM ENGINES and GENERAL MACHINERY, HEAVY FORGINGS, WROUGHT IRON RAILROAD BRIDGES, STEAM BOILERS, SUGAR CANE MILLS, SUGAR PANS, CLARIFIERS, and REFINING MACHINERY, CIRCULAR SAW MILLS IRON and BRASS CASTINGS, &c. &c.

HOMER RAMSDELL, President.
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OFFICE: 141 BROADWAY, NEW YORK.

New Rail and Chair Iron furnished. Also Re-rolling on favorable terms.

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